



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -- NEW YORK

# RECREATIONAL CHART 14786

## NEW YORK STATE CANAL SYSTEM

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# HOW TO USE YOUR RECREATIONAL CHART

The purpose of this insert is to assist you in the use of this series of charts. If you are an accomplished sailor and navigator, familiar with charts and their use, then you can remove these introductory pages without affecting the use of your charts. These notes are for the use of the occasional or new chart user who sometimes has to look up the meaning of data appearing on the chart.

## A. CHART VS. MAP

There are several major differences between a chart and a map, the main one being that a chart shows water depths while a map does not. Whereas a map tries to show every detail and elevation on land with a uniform blue for water, a chart shows only enough of the land features for orientation while contouring the water depths.

## B. INDEX

The index of sheets shows you where each sheet of the series fits. To assist you in moving from one sheet to the next the sheets overlap and the borders of the individual sheets give the number of the adjoining sheet.

## C. GENERAL CHART INFORMATION

Each sheet has the following characteristics:

- Scale: Large, in order to show all navigationally important detail. A scale of 1:15,000 means that one inch on the chart represents 15,000 inches on the ground.
- Distance: Bar scales are provided for measurement in both feet and miles.
- Colors: Buff is used for all land areas, blue gradient tints are used to indicate water depths in shoaler areas, dark blue being the shoaler, lighter blue being the deeper and white indicating the deepest water, yellowish-green for shallow areas that are uncovered during periods of low water, black for the shoreline and for man-made structures, and magenta for lights and important notes.

## D. DEPTHS

The main purpose of a chart is to depict or indicate depths in order for you to stay in waters deep enough for your boat. To do this, you have to know the draft of your own craft (the depth of water required to keep any part of your boat from touching bottom) and the depth of the area you are moving in. Where the water is deep enough to pass your craft safely, you may cruise at will. Where it is not, you should not enter.

All point depths (soundings) and depth contours are given in feet below Low Water Datum. This is an artificial fixed water surface used as a base for measurement, and is usually lower than the water levels which normally occur during the navigation season. The fluctuations to be expected along with the actual record highs, lows, and 10-year average, are shown on the index (first) sheet for the chart folio. Generally, during the boating season the actual water level remains ½ to 1 foot above Low Water Datum and the actual depths are correspondingly greater than charted depths, so the depths shown on the chart can be used with a slight margin of safety. But to be sure, particularly during periods of low water levels, the latest Monthly Bulletin of Lake Levels should be used with your chart. In addition, local newspapers and radio stations carry announcements of water levels and forecasts.

## E. LOCATING YOURSELF

1. **Landmarks**—The secondary purpose of a chart, to enable you to know your boat's location, is made easy within sight of land by the use of the prominent shore line landmarks and numbered buoys or watermarkers. The most obvious landmarks from the water are large smoke stacks, towers, masts and tanks. Knowing the chart symbols for these will assist you quickly to orient your chart:

	SPIRE ○	Spire
	STACK ○	Stack
MAST ○	TR ○	Mast or Tower
	FP ○	Flag Pole
		Tanks
		Buildings

On the open lake at some distance from land, the problem of location is more difficult, but from the standpoint of sufficient depths, is not as important since the water will generally be deep enough for small craft operation. However, you should check your chart to be sure.

2. **Buoys**—The "highway" markers of the water channels are the numbered buoys. These take several sizes and shapes such as cans (squat cylinders) and nuns (cylinders with conical tops) and are placed along the sides of a channel, at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions, such as shoals and other underwater hazards. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and the odd-numbered on the port (left hand) side of the channel. In addition, the even-numbered (starboard) markers are red in color while the odd-numbered (port) markers are green. Naturally, this sequence is reversed if you are moving downstream or seaward, with even (red) on your port and odd (green) on your starboard. Identification of such aids while you are cruising not only directs or warns you but also gives you an excellent check of your position. The symbol for a floating buoy is:

Examples of floating buoys are:

Chart Symbol	Actual Appearance	Name	Meaning
		Green Can No. 7	Mark left side of channel (when traveling upstream)
		Red Nun No. 4	Mark right side of channel (when traveling upstream)
		Horizontally Banded Can (unnumbered)	Marks an obstruction or junction of two channels
		Vertically Striped Can (unnumbered)	Marks the fairway (middle of the channel)

3. **Other Location Aids**—The names of many factories, docks, and marinas can be read from the water and likewise identified on the chart to assist you in locating yourself. Other aids are bridges, overhead cables, and sometimes partly submerged objects that can be located on the chart as well as physically seen.

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LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

## F. NIGHT NAVIGATION

If you must operate your craft after dark, the chart will help you to both locate yourself and point the way—by use of the navigation lights. Some of these lights are stationary, while others are floating or buoys.

The symbol for a stationary light is a black dot with a magenta flare:

A floating light symbol is the same as that for a buoy, with a magenta disc around it:

Lighted buoys or markers are numbered and colored in the same way as unlighted buoys. The additional letters have the following meanings:

Lt	Light	Iso	Isophase
Ref	Reflector	F	Fixed
Vert	Vertical	Fl	Flashing
Y	Yellow	IQ	Interrupted Quick
G	Green	Oc	Occulting
Or	Orange	Q	Quick
R	Red	Mo (A)	Short-long Flashing
W	White		
B	Black		

The different colors of lights have no meaning other than making it possible to tell them apart, except that lighted green buoys marking the port side of a channel when proceeding from seaward show a green light, while lighted red buoys marking the starboard side show a red light.

Examples:

 G "23" Fl G 4s	Green Buoy No. 23 (port side going upstream) with a flashing Green Light
 R "28" Q R	Red buoy No. 28 (starboard side going upstream) with Quick Flashing Red Light
 Fl G "3"	Stationary Light No. 3, with Flashing Green Light
 Fl 4s 9 St M	Stationary Light, Flashing White, visible for 9 statute miles
 Fl (2)	Stationary White Light, flashing in groups of two or more flashes

**Range Lights**—You can steer down the center of a navigation channel or properly enter a harbor by following a set of range lights, where available. These are fixed lights, higher than the usual buoy lights, some distance apart but in line with the channel, and with the rear (farther) light higher than the front (closer) light:

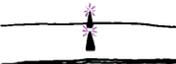


The lights are connected on the chart with a broken line and the true course heading toward them is shown. A range is used as follows:

If you are moving **toward** the range lights and:

You see this	It means
	You are in the channel and on course.
	You are left of proper course, guide right until lights are in line.
	You are right of proper course, guide left until lights are in line.

If you are moving **away** from the range lights, the opposite is true:

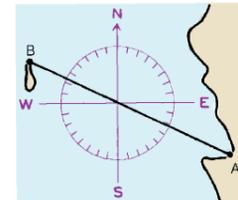
You see this	It means
	You are to the right of course, guide left until lights are in line.
	You are to the left of course, guide right until lights are in line.
	On course.

## G. NAVIGATING BY COMPASS

It is a simple matter to use your chart for open water navigation. The only tools you need are a compass, a straightedge and a protractor. On each sheet of your volume is a compass rose made up of two circles. The outer circle is aligned with true north and the north-south or vertical lines on your chart. The inner circle is aligned with magnetic north for the area covered by that sheet. Each sheet should be checked since the magnetic variation (the difference between true north and magnetic north) varies from sheet to sheet, and is given in the center of the circle.

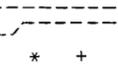
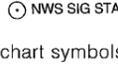
To plot a course, draw a light line on the chart connecting the points A & B that you are traveling between. Using your protractor, read the true course as, say 295° in the figure shown. (If you were traveling from B to A, the course would be 180° different from 295°, i.e., 115°). To convert this chart course to a magnetic course, determine if the magnetic variation is west or east. If west, then add the variation to the true value—if east, subtract. Therefore, if the variation were 3°30'W, then 295° + 3°30' = 298½° would be the magnetic course from A to B.

More complete instructions in plotting courses and using the compass (especially with regard to compass deviations) may be obtained from local boating groups.



## H. OTHER CHART SYMBOLS

Some of the other more common symbols you will find on your chart are:

	Submerged cable (electrical, telegraph, telephone, etc.) - do not anchor
	Limits of dredging
	Rock
	Area uncovers at low water
	Swamp area
	Triangulation Station (fixed point for surveying, usually not visible from a boat).
	National Weather Service Signal Station

For complete list of chart symbols and abbreviations see Chart No. 1.

## I. SERVICES AND PUBLICATIONS

Some marinas, boatyards, docks, yacht clubs and ramps are shown along the shore line. Various types of services and supplies can be obtained at these locations. In some areas, one of the major oil companies may publish a map listing these facilities.

Other publications with additional information are:

- "Light List -- Vol VII: Great Lakes" -- USCG-COMDTPUB P16502.7
- "Rules and Regulations for Uninspected Vessels" -- USCG-258
- "Local Notice to Mariners" -- USCG (issued periodically)
- "Notice to Mariners" -- NIMA (issued periodically)
- "Recreational Boating Guide" -- USCG-340
- "Pleasure Craft" -- USCG-290
- "Navigation Rules" -- USCG-COMDTPUB M16672.2C
- "Nautical Chart Symbols, Abbreviations and Terms" -- NOS-Chart No. 1

Light List and other USCG publications may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; from the GPO Branch Bookstores located in many cities; or from GPO Sales Agents located in principal ports.

Keep your chart up to date—a new chart every couple of years is cheaper than a new bottom in your boat. Charts can be purchased thru the following:

FAA/NACO Distribution Division, (AVN-530)  
6303 Ivy Lane, suite 400, Greenbelt, Maryland 20770-6325  
Telephone orders: (301) 436-8301 or 1-800-638-8972  
(or from authorized sales agents)

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ONTARIO



NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

# NEW YORK STATE CANAL SYSTEM

Mercator Projection  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE:  
AVAILABLE DEPTH IN ERIE CANAL FROM LYONS TO TONAWANDA IS 12 FEET.  
NO NAVIGATION CHARTS ARE PUBLISHED OF THIS AREA.

NOTE C  
A dam on the Genesee River at Rochester prohibits passage between the Erie Canal and Lake Ontario.

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.267" northward and 1.478" eastward to agree with this chart.

RADAR REFLECTORS  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION  
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 0 for important supplemental information.

Aids to navigation, on the New York State Barge Canal System, are the responsibility of the New York State Thruway Authority. All lighted aids, stationary and floating, unless otherwise indicated display a 1 second flash every 4 seconds.

NOTE A  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA, and 9th Coast Guard District in Cleveland, OH, or at the Office of the District Engineer, Corps of Engineers in Buffalo, N.Y. and New York N.Y.  
Refer to charted regulation section numbers.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

CAUTION  
POTABLE WATER INTAKE  
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
--- Pipeline Area ---  
--- Cable Area ---

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

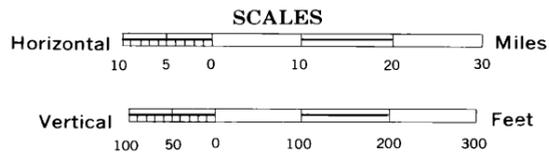
(P) Pump-out facilities

CAUTION  
BASCULE BRIDGE CLEARANCES  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

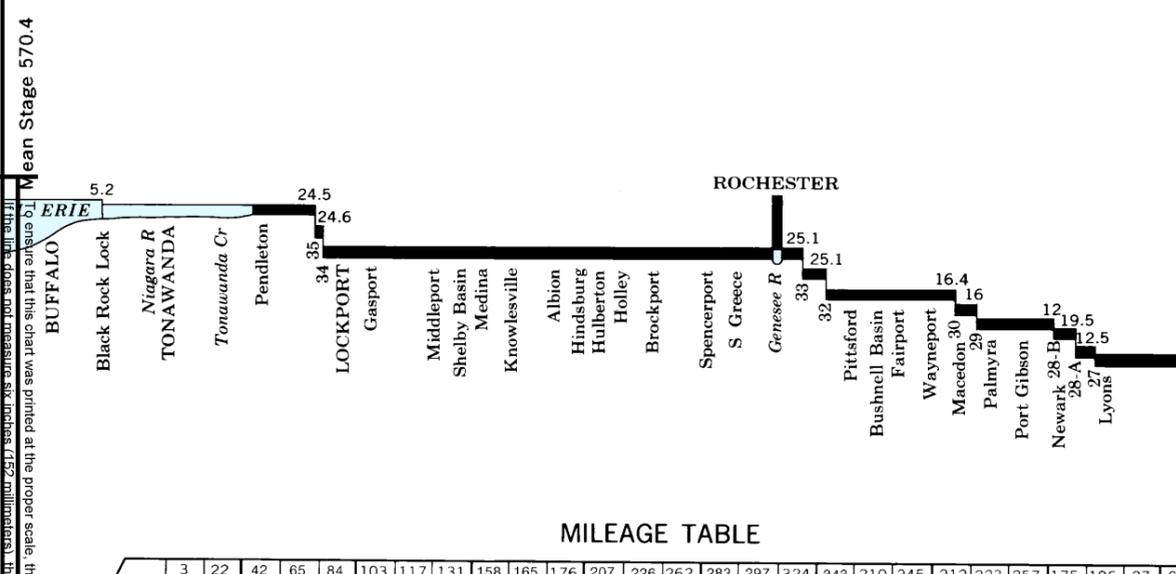
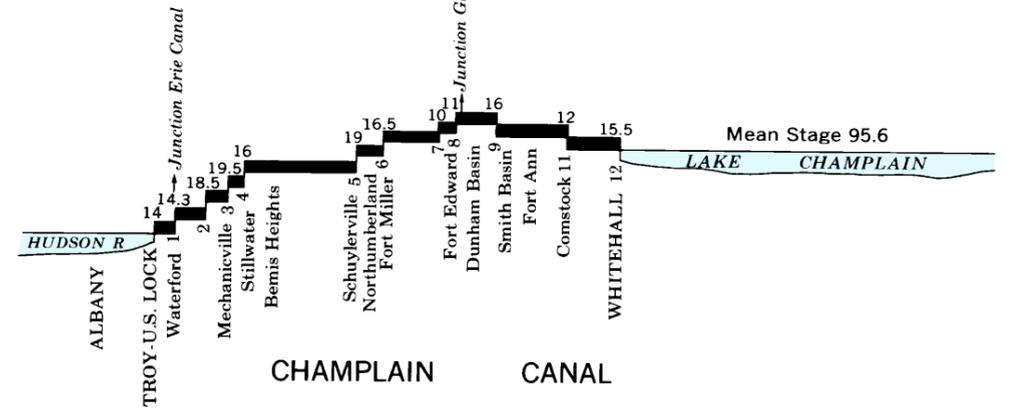
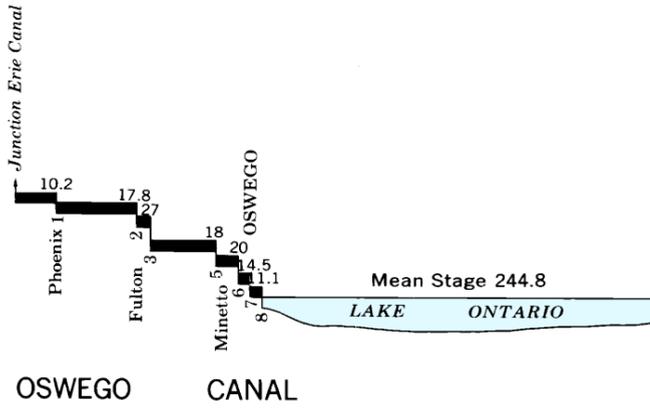
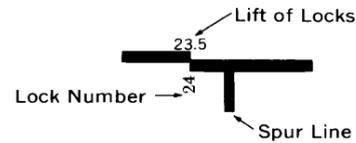
NOTES  
REFERENCE PLANE. Normal Pool Level.  
AVAILABLE DEPTH. The Champlain and Cayuga & Seneca Canal and the Erie Canal west of Three Rivers are maintained to provide a minimum width of 200 feet in the canalized river and lake sections, a minimum width of 75 feet in the land line sections and a minimum depth of 12 feet at ordinary water stage.  
The Oswego Canal and the Erie Canal between Waterford and Three Rivers are maintained to provide a minimum width of 200 feet in the canalized river and lake sections, a minimum width of 104 feet in earth cuts and 120 feet in rock cuts, a minimum depth between locks of 140 feet and a depth of 13 feet over lock sills at ordinary water stage.  
LOCKS. Maximum usable dimensions are 300 feet in length and 43½ feet in width.  
VERTICAL CLEARANCE. Minimum vertical clearance at Maximum Navigable Pool Level under bridges and gates along:  
Champlain; Cayuga & Seneca Canal and the Erie Canal west of Three Rivers ..... 15½ feet  
Oswego Canal and the Erie Canal east of Three Rivers ..... 20 feet  
SYMBOLS AND REGULATIONS. For complete list of symbols and abbreviations see Chart No. 1.  
RULES AND REGULATIONS. Latest information as to controlling depths, bridge clearances, and rules and regulations governing navigation and use of the New York State Barge Canal System is published by the State of New York, Thruway Authority and in U.S. Coast Pilot 6 which may be purchased from:  
FAA/NACO Distribution Division, (AVN-530)  
6303 Ivy Lane, Suite 400, Greenbelt, Maryland 20770-6325  
Telephone orders: (301) 436-8301 or 1-800-638-8972  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Normal Pool Level, bridge and overhead clearances are reduced correspondingly.  
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and N.Y. State Thruway Authority.  
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.



# PROFILE AND MILEAGE TABLE NEW YORK STATE CANAL SYSTEM

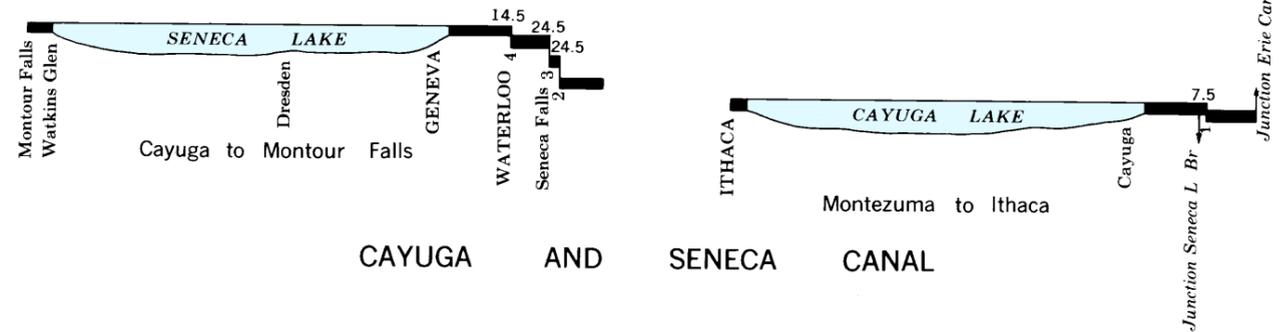


## EXPLANATION



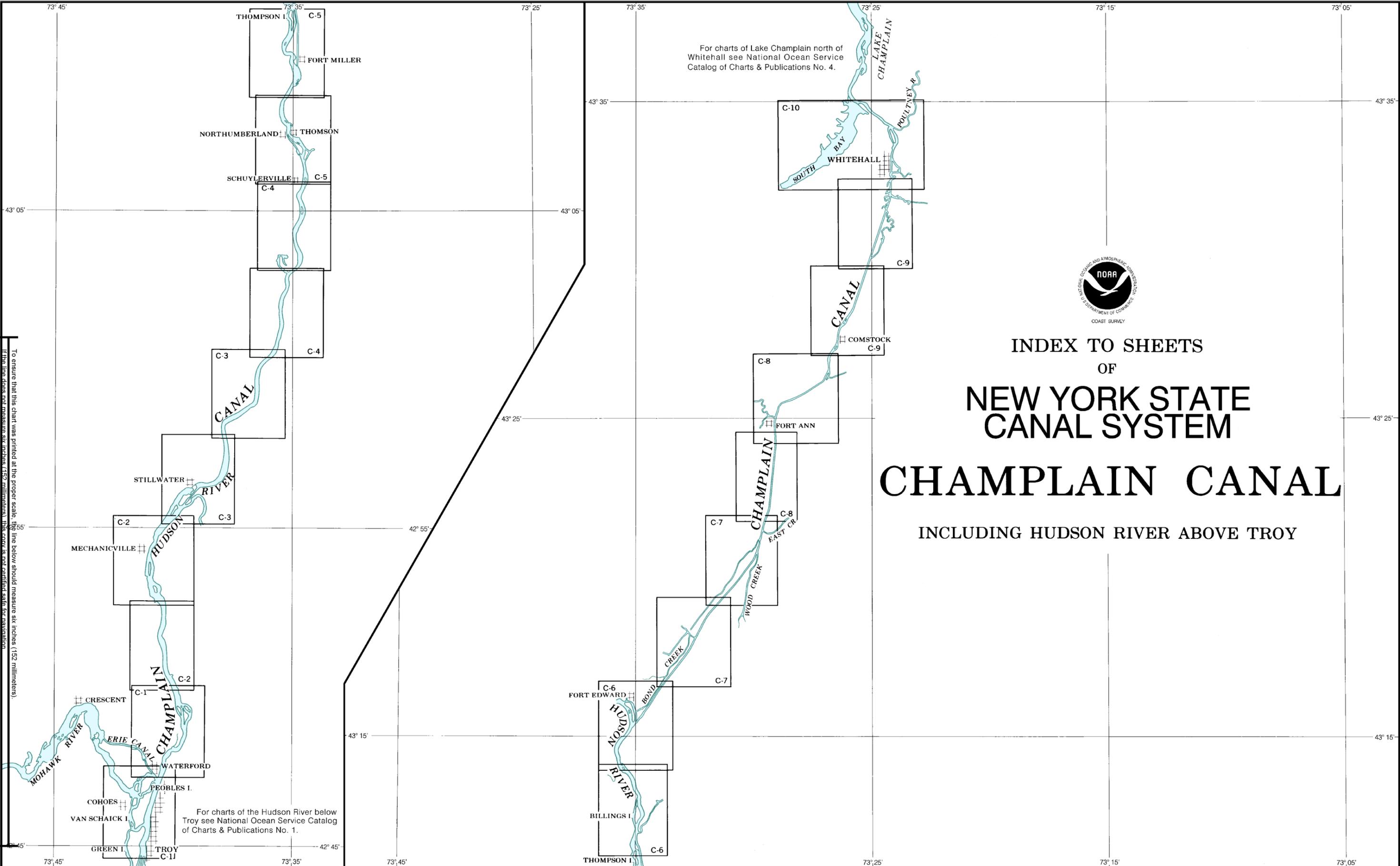
MILEAGE TABLE

Troy Lock	3	22	42	65	84	103	117	131	158	165	176	207	226	262	283	297	324	343	210	245	212	223	257	175	186	27	63
Waterford	19	39	60	79	100	114	128	153	160	173	202	221	259	268	282	309	328	207	242	209	220	254	172	183	24	58	
Schenectady	18	41	59	81	95	109	131	141	154	182	201	240	259	274	302	320	320	188	223	190	201	235	153	164	43	78	
Amsterdam	23	42	63	77	91	116	123	136	165	184	222	241	255	286	301	170	205	172	183	217	135	146	61	96			
Canajoharie	19	40	54	68	93	100	113	142	161	199	218	232	259	278	147	182	149	160	194	112	123	84	119				
Little Falls	22	36	50	74	81	95	123	142	181	199	213	240	259	129	164	131	142	176	94	105	102	137					
Utica	14	28	50	60	73	101	120	159	178	193	221	239	107	142	109	120	154	72	83	124	159						
Rome	22	32	45	73	92	131	150	165	193	211	79	114	81	92	126	44	55	152	187								
Sylvan Beach	7	23	49	68	109	125	139	166	185	57	92	59	70	104	22	33	174	209									
Brewerton	13	42	61	99	118	132	159	178	47	82	49	60	94	12	23	184	219										
Three Rivers	40	59	98	117	132	160	178	46	81	48	59	93	25	36	197	232											
Syracuse	19	58	77	90	117	136	6	41	8	19	53	53	64	225	260												
Jct C & S Canal	39	56	70	97	116	25	60	27	38	72	72	83	244	279													
Lyons	19	34	62	80	64	99	66	77	111	111	122	283	318														
Genesee River	14	41	60	83	118	85	96	130	130	141	302	337															
Brockport	27	46	98	133	100	111	145	145	156	317	352																
Albion	18	126	161	128	139	173	173	184	345	380																	
Lockport	144	179	146	157	191	191	202	363	398																		
Tonawanda	35	4	17	51	59	70	231	266																			
Cayuga	41	52	86	94	105	266	301																				
Ithaca	11	45	61	72	233	268																					
Seneca Falls	34	72	83	244	279																						
Geneva	106	117	278	313																							
Watkins Glen	11	196	231																								
Fulton	207	242																									
Oswego	35																										
Schuylerville																											
Whitehall																											



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For charts of Lake Champlain north of Whitehall see National Ocean Service Catalog of Charts & Publications No. 4.

For charts of the Hudson River below Troy see National Ocean Service Catalog of Charts & Publications No. 1.

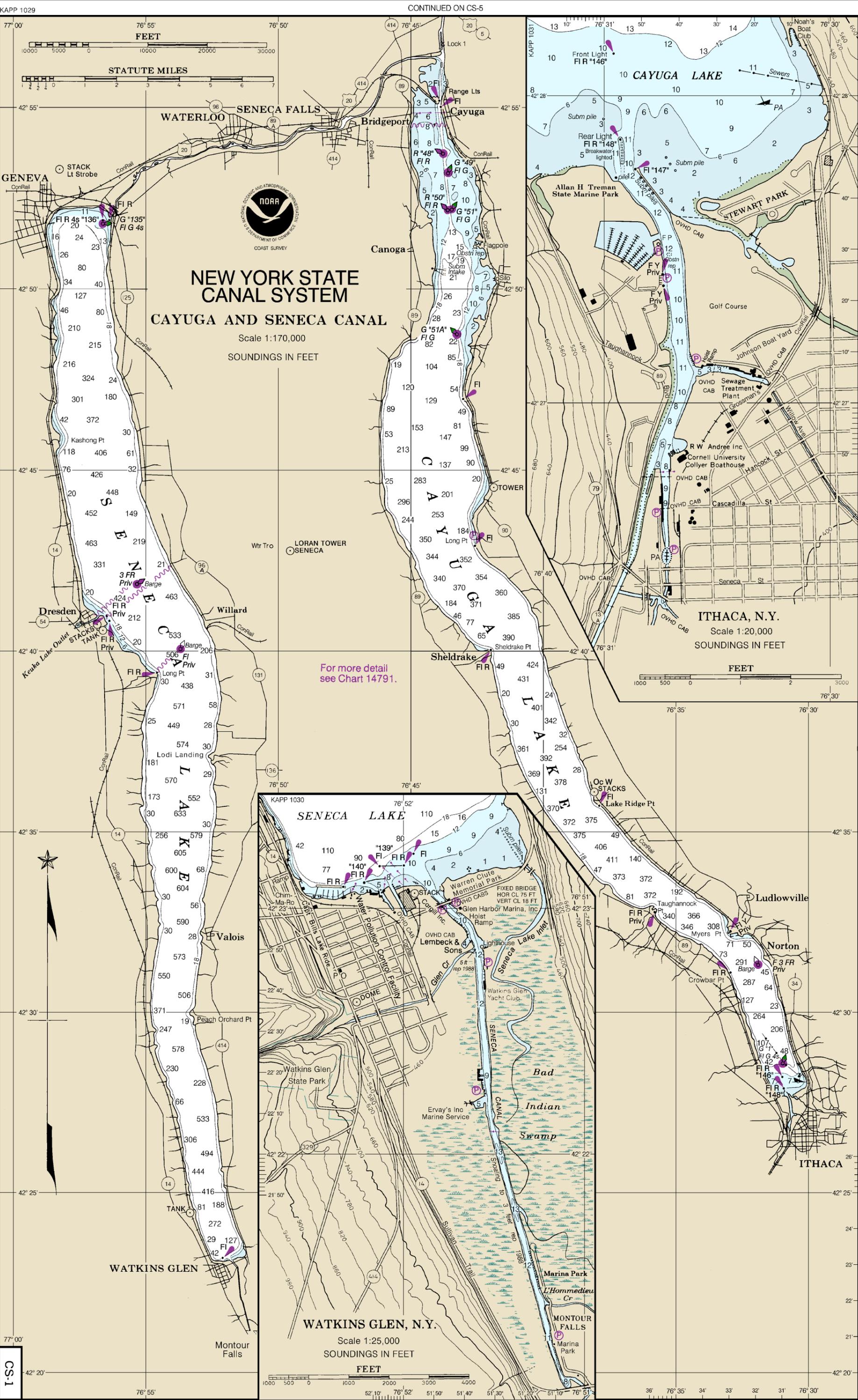


INDEX TO SHEETS  
OF  
**NEW YORK STATE  
CANAL SYSTEM**  
**CHAMPLAIN CANAL**  
INCLUDING HUDSON RIVER ABOVE TROY

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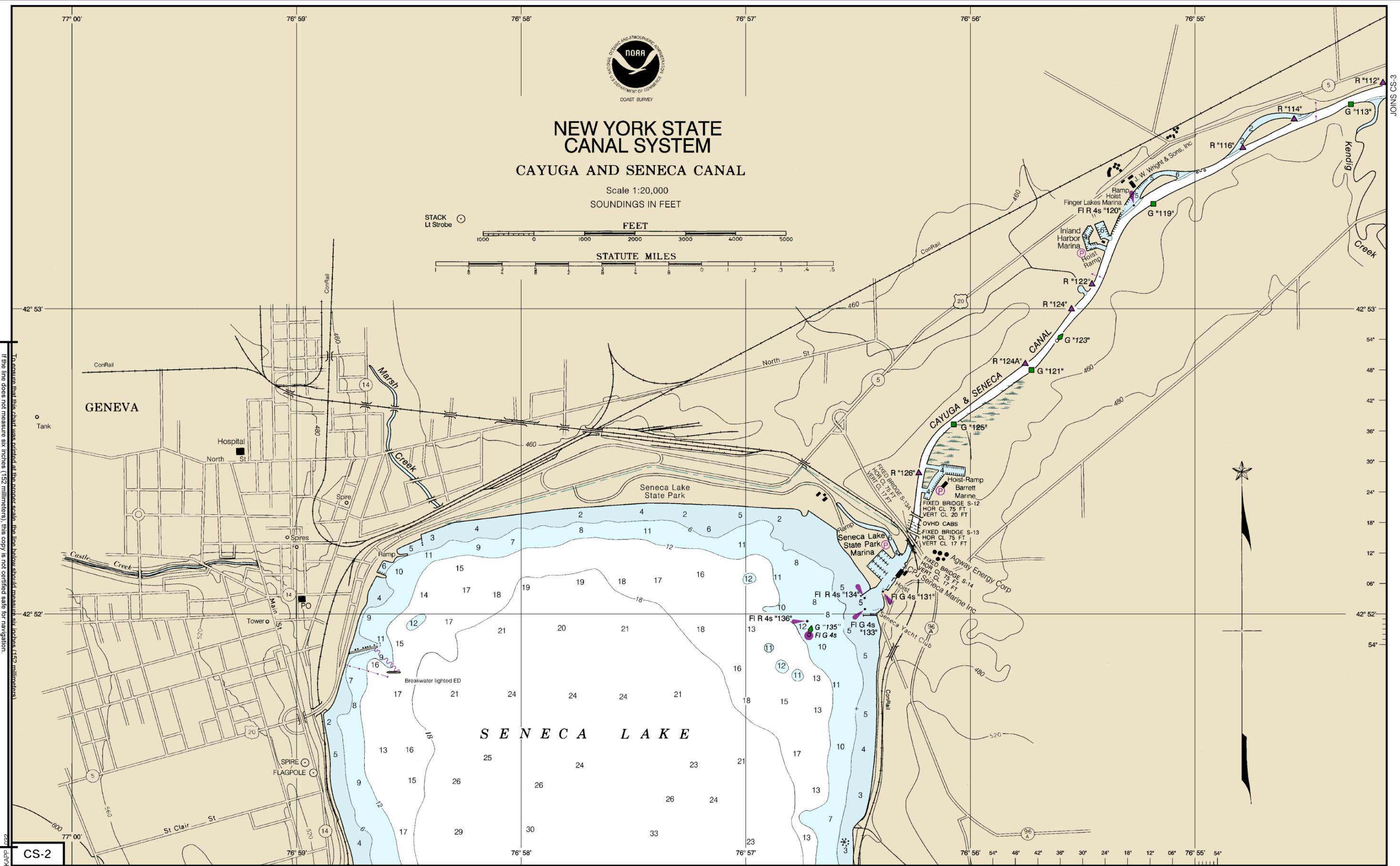
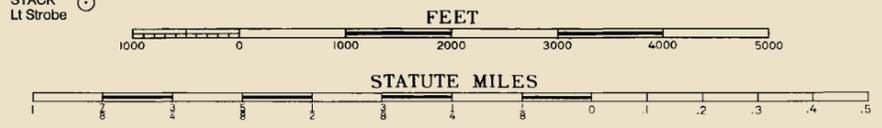
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# NEW YORK STATE CANAL SYSTEM CAYUGA AND SENECA CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

CS-2

JOINS CS-3

CONTINUED ON CS-1

14786 14th Ed., Oct. /08  
Last Correction: 4/22/2014. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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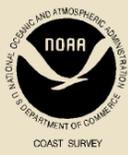
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

JOINS CS-4

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

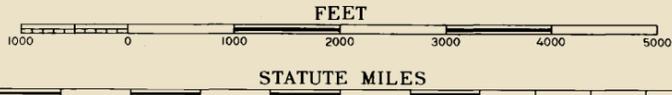
CS-3

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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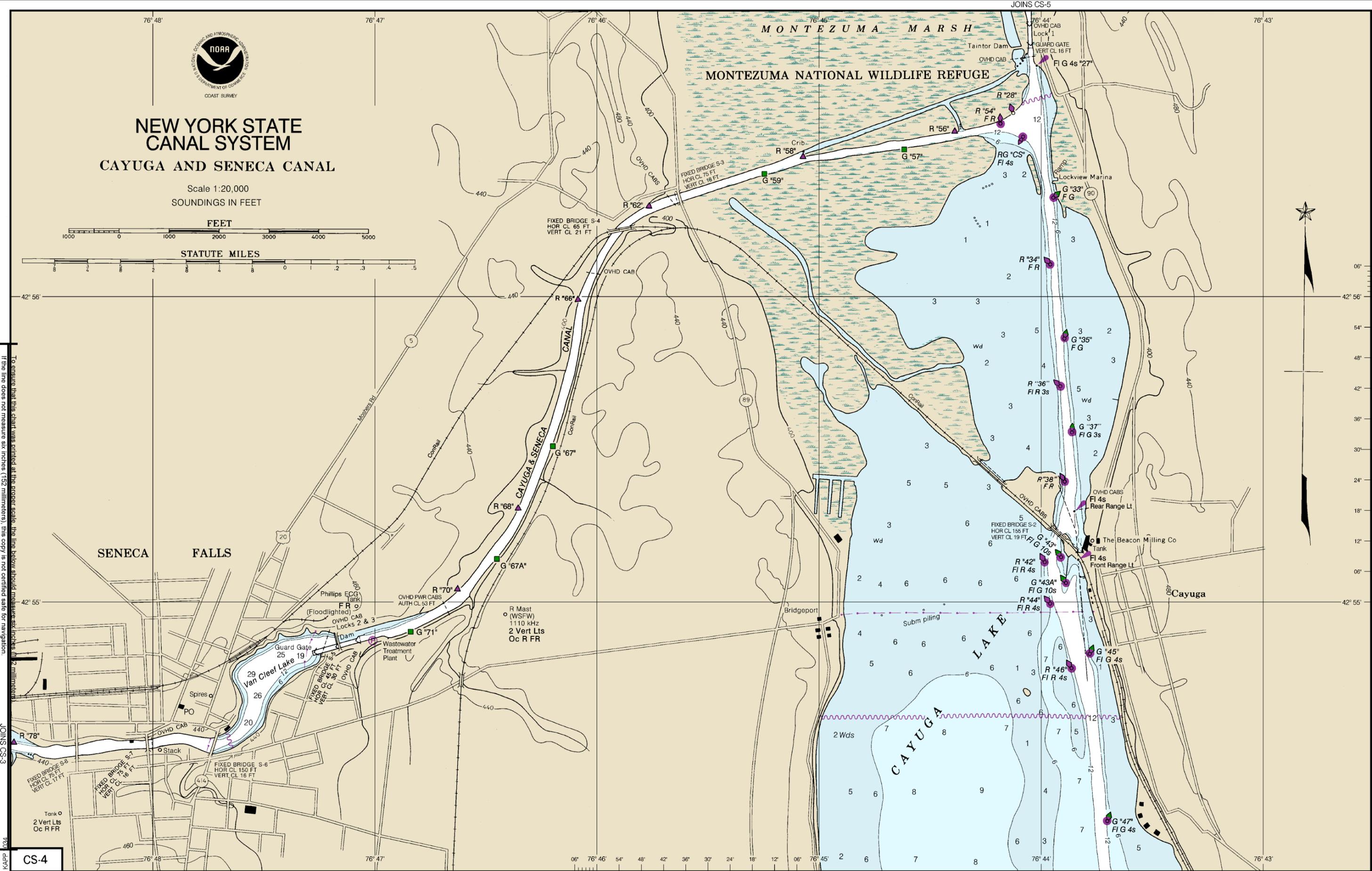


# NEW YORK STATE CANAL SYSTEM CAYUGA AND SENECA CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

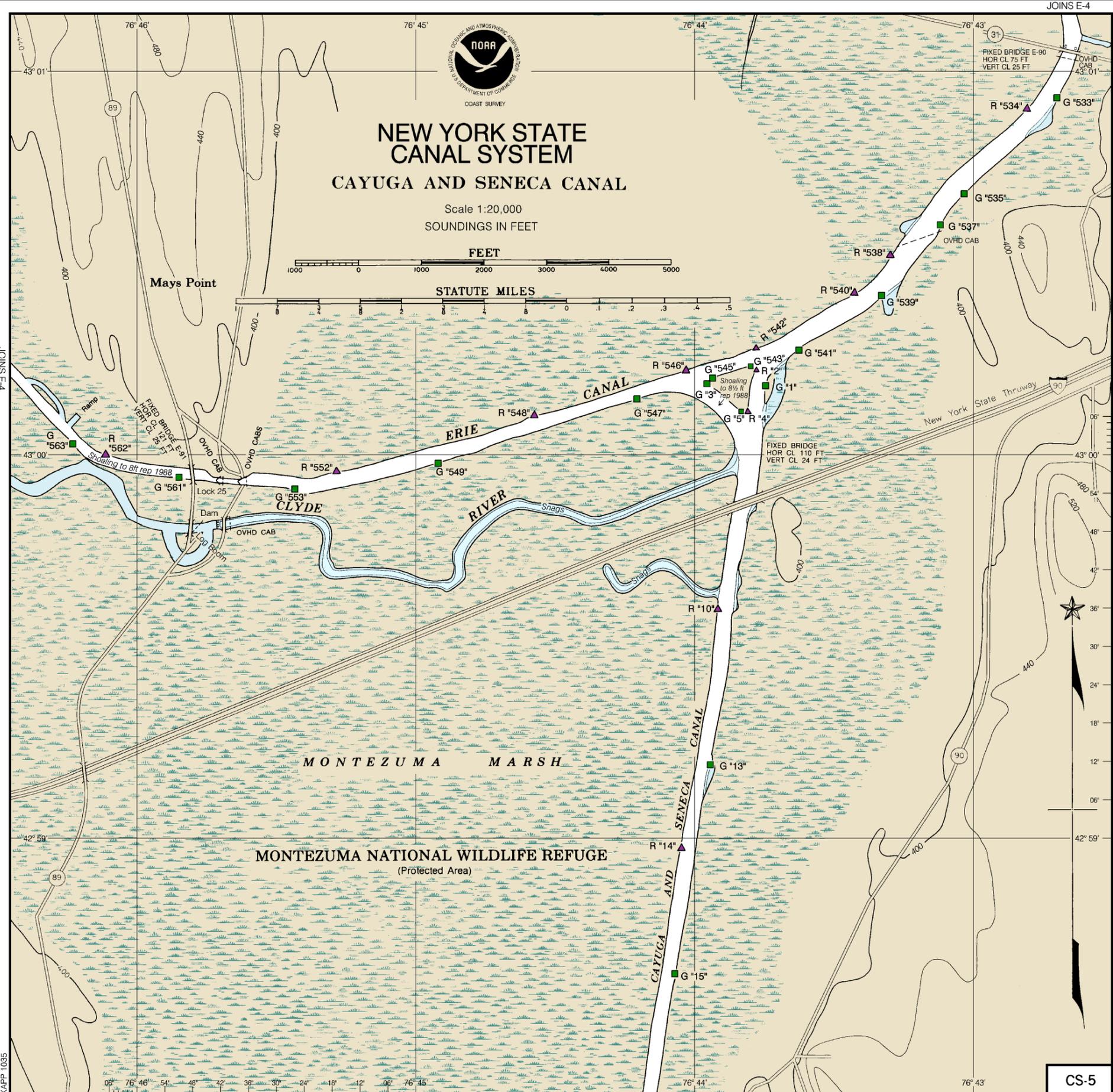
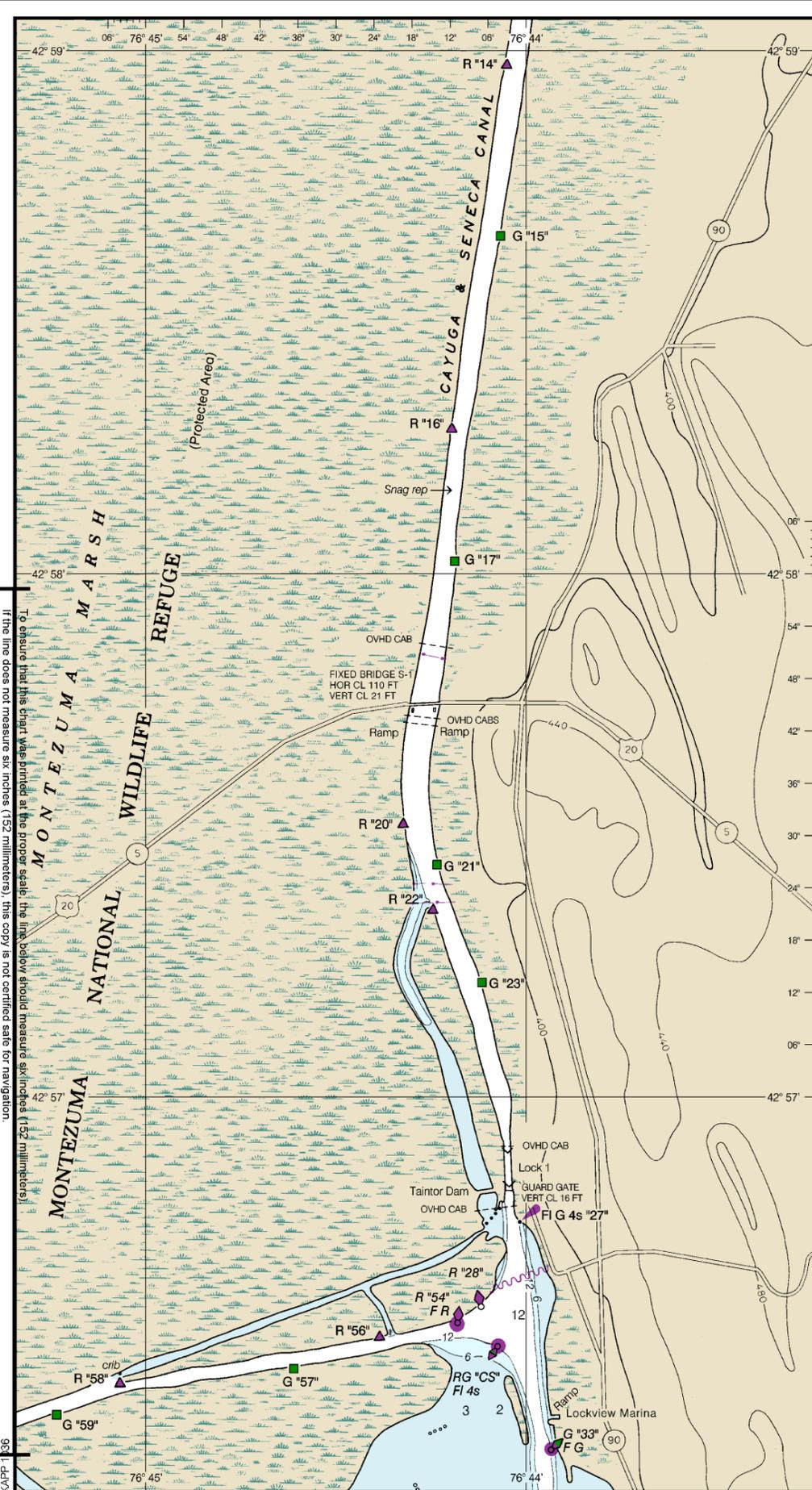


CS-4

CONTINUED ON CS-1

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
**Last Correction: 10/31/2008. Cleared through:**  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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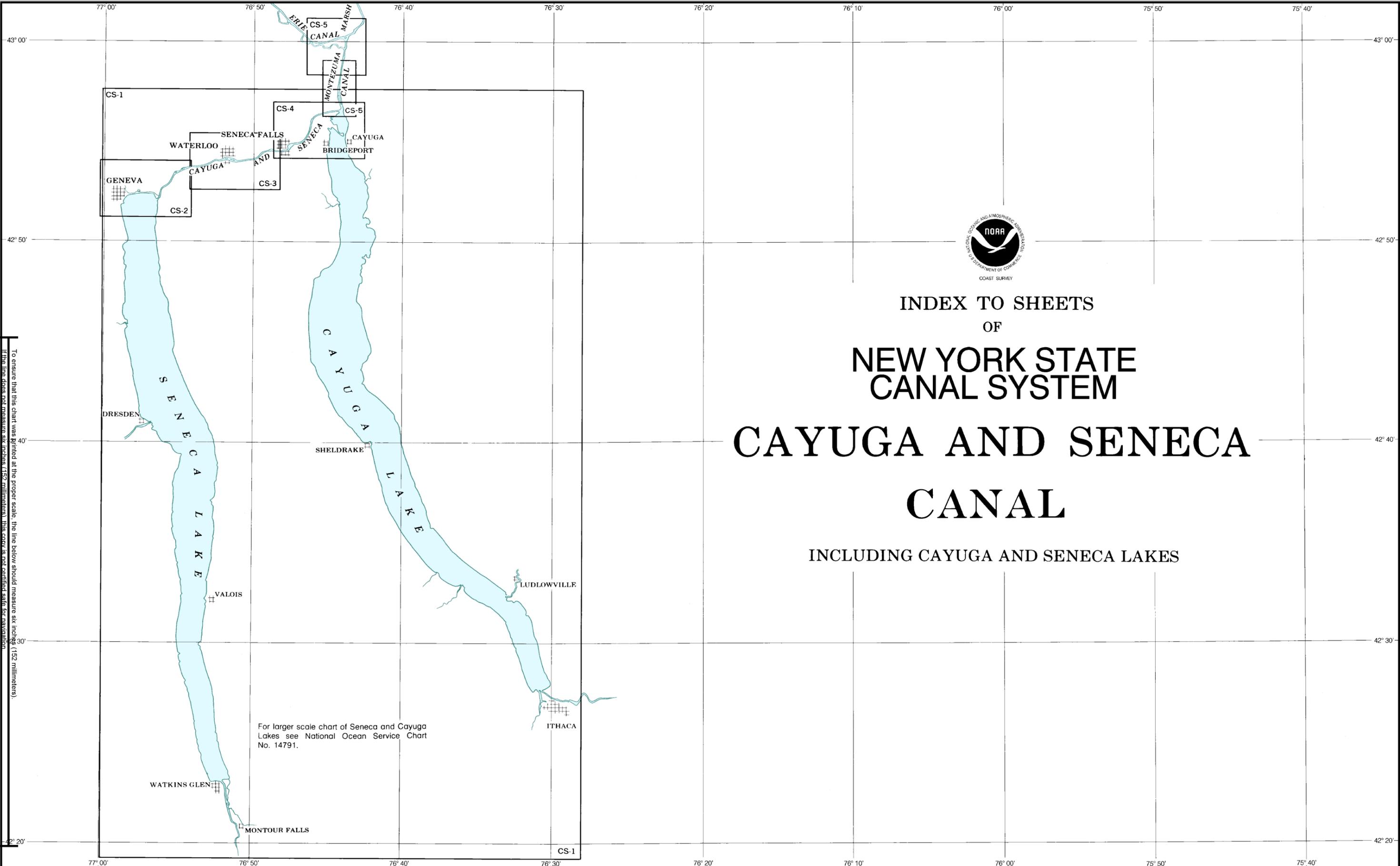


14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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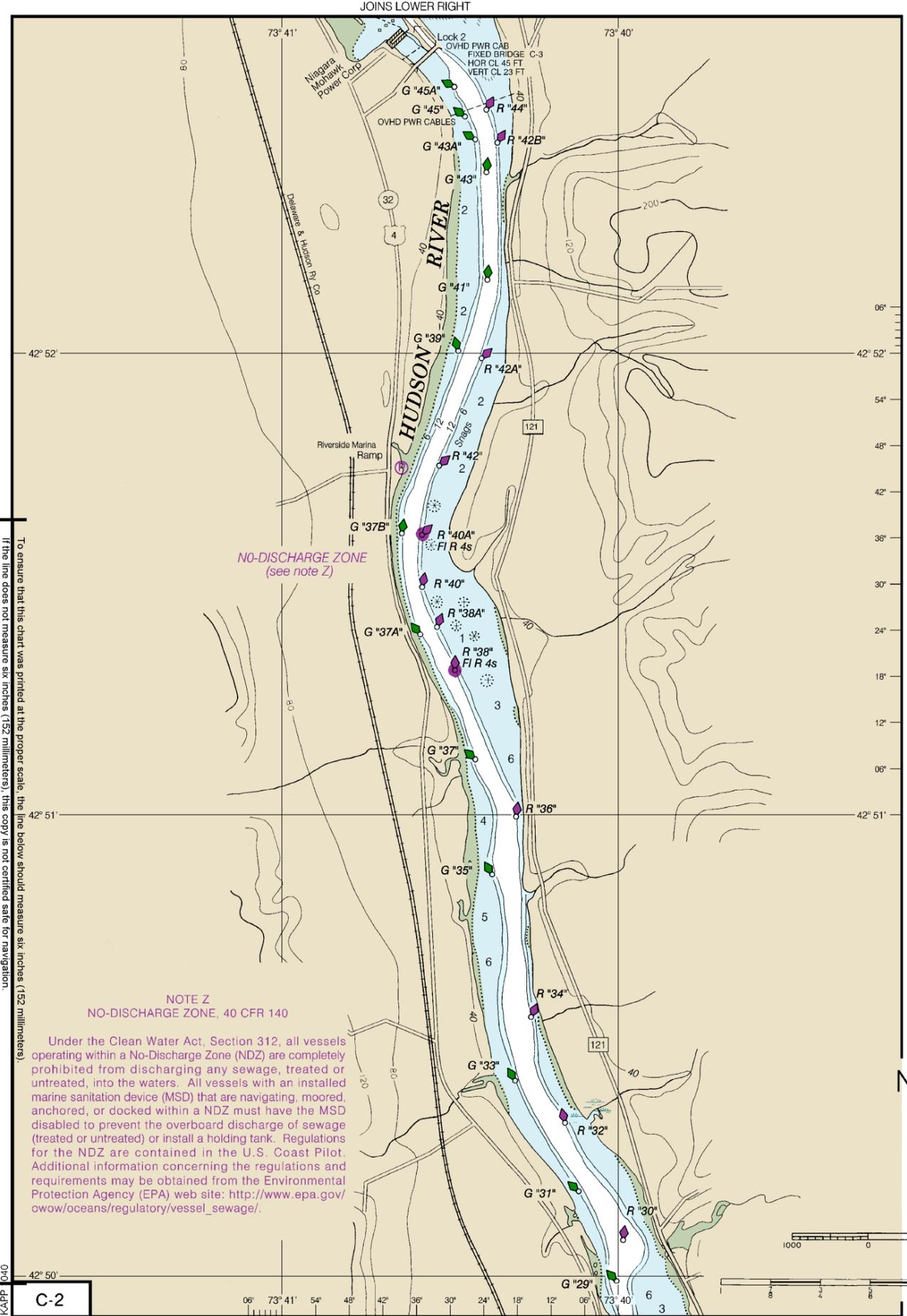


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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
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14786 14th Ed., Oct. '08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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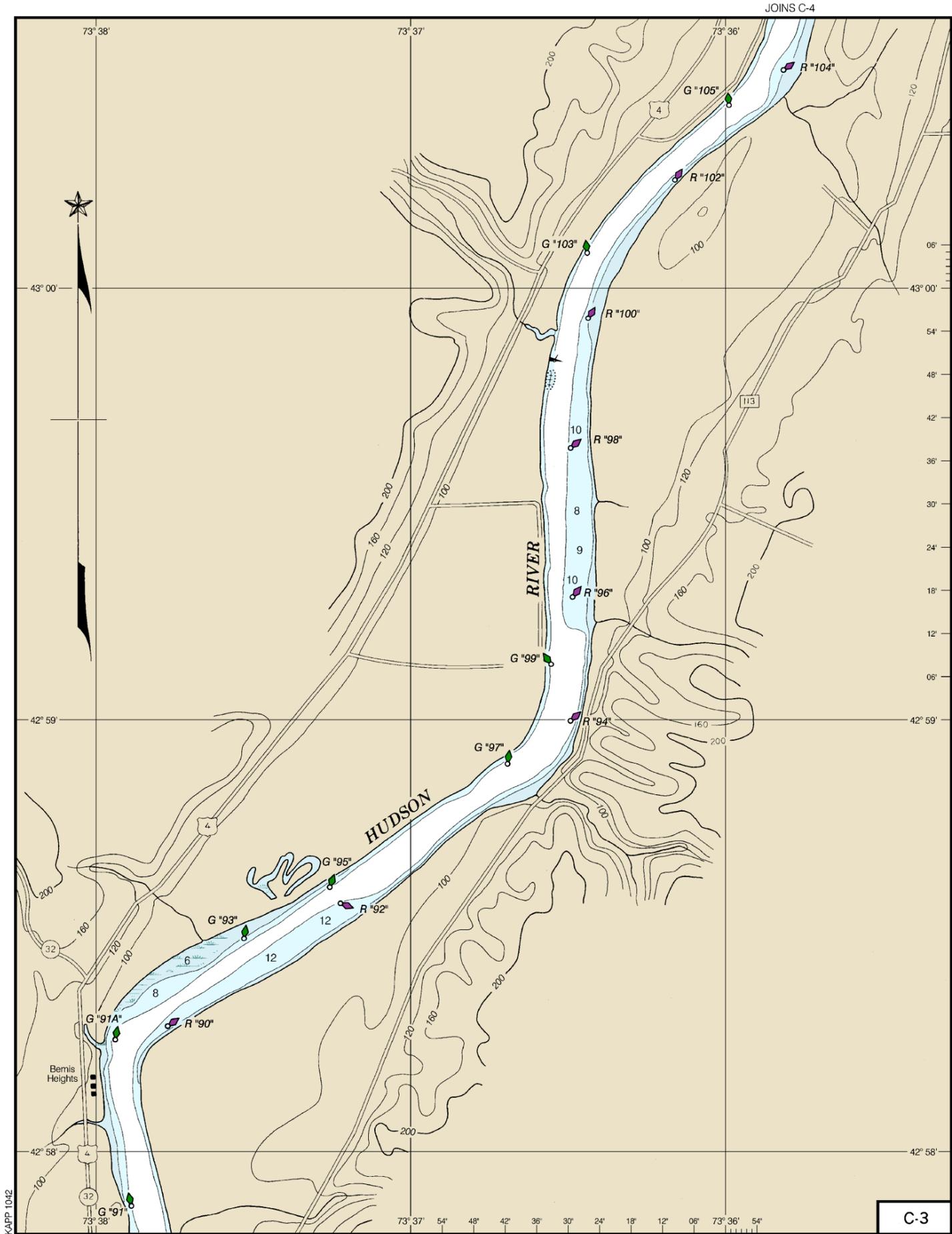
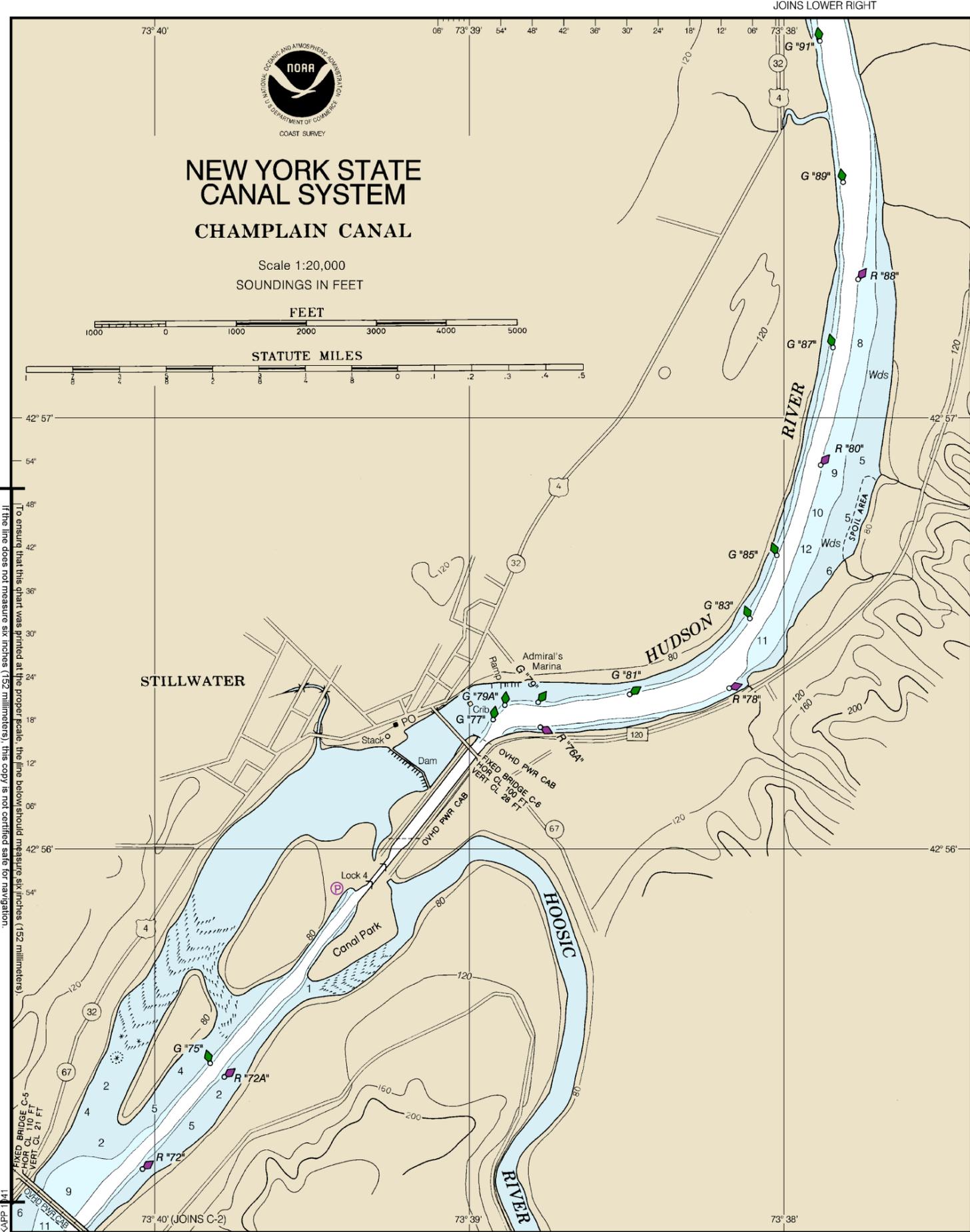
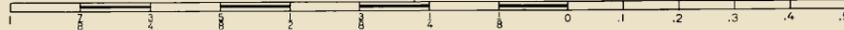


# NEW YORK STATE CANAL SYSTEM CHAMPLAIN CANAL

Scale 1:20,000  
SOUNDINGS IN FEET

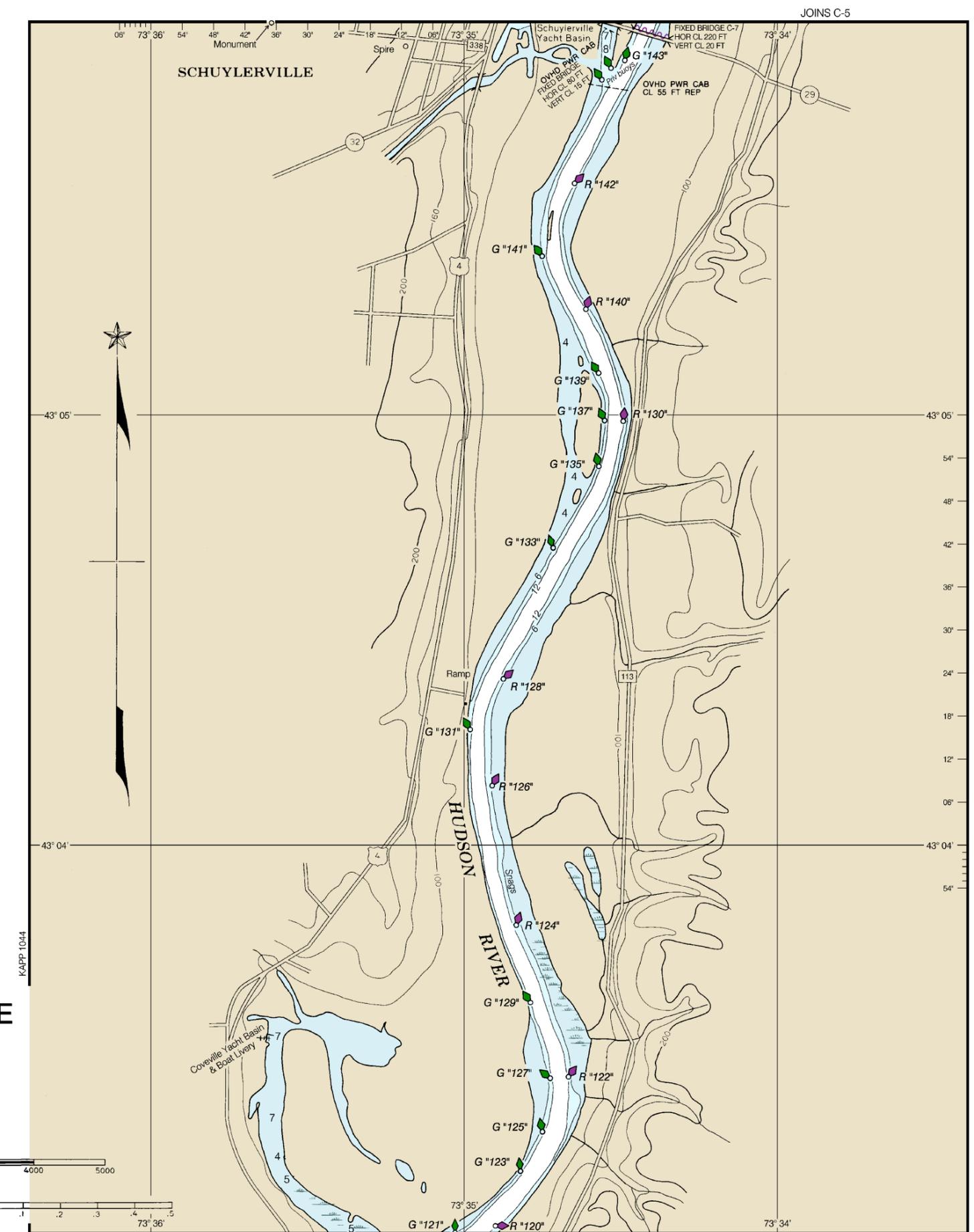
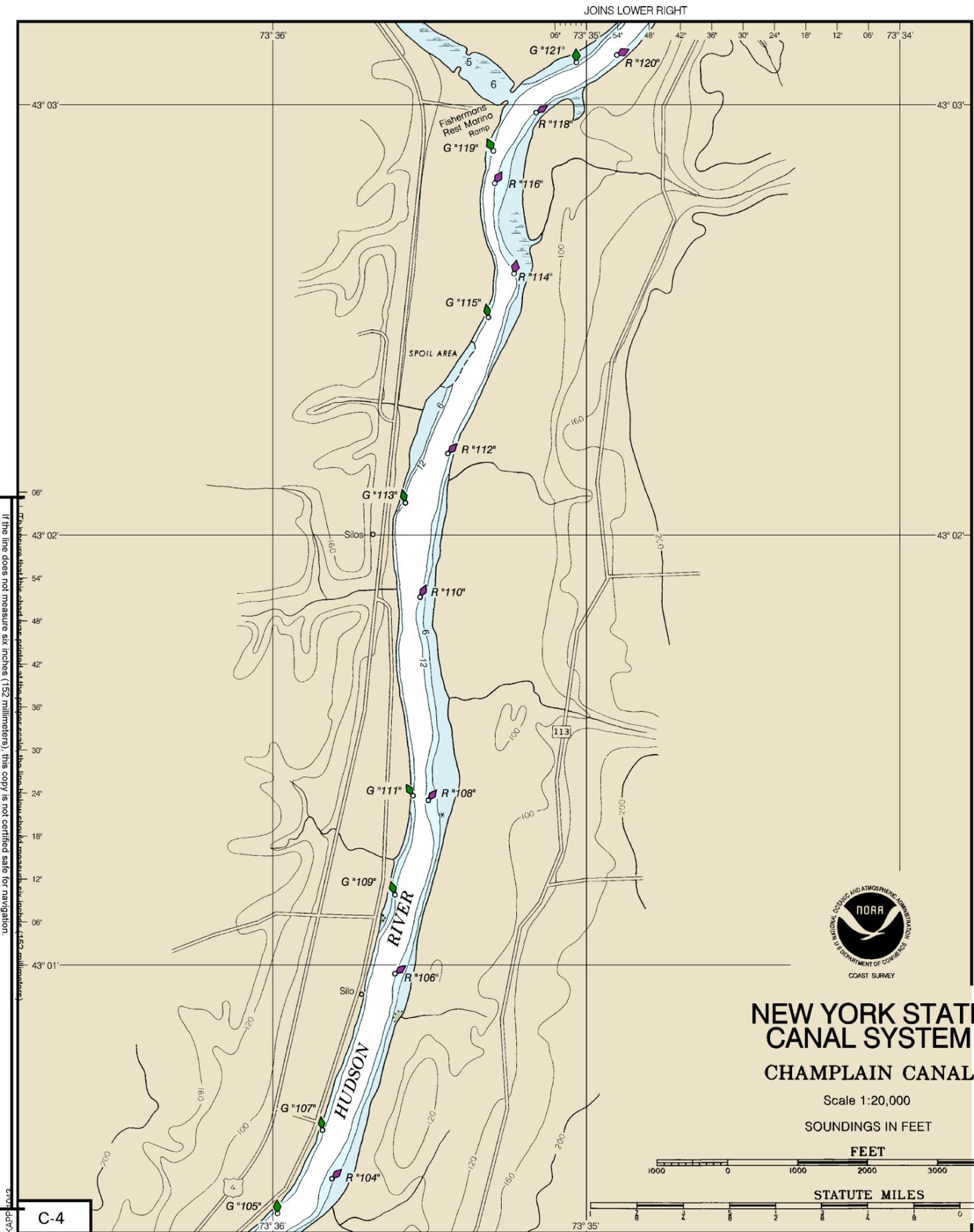


STATUTE MILES



14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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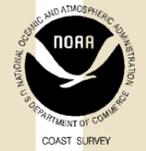
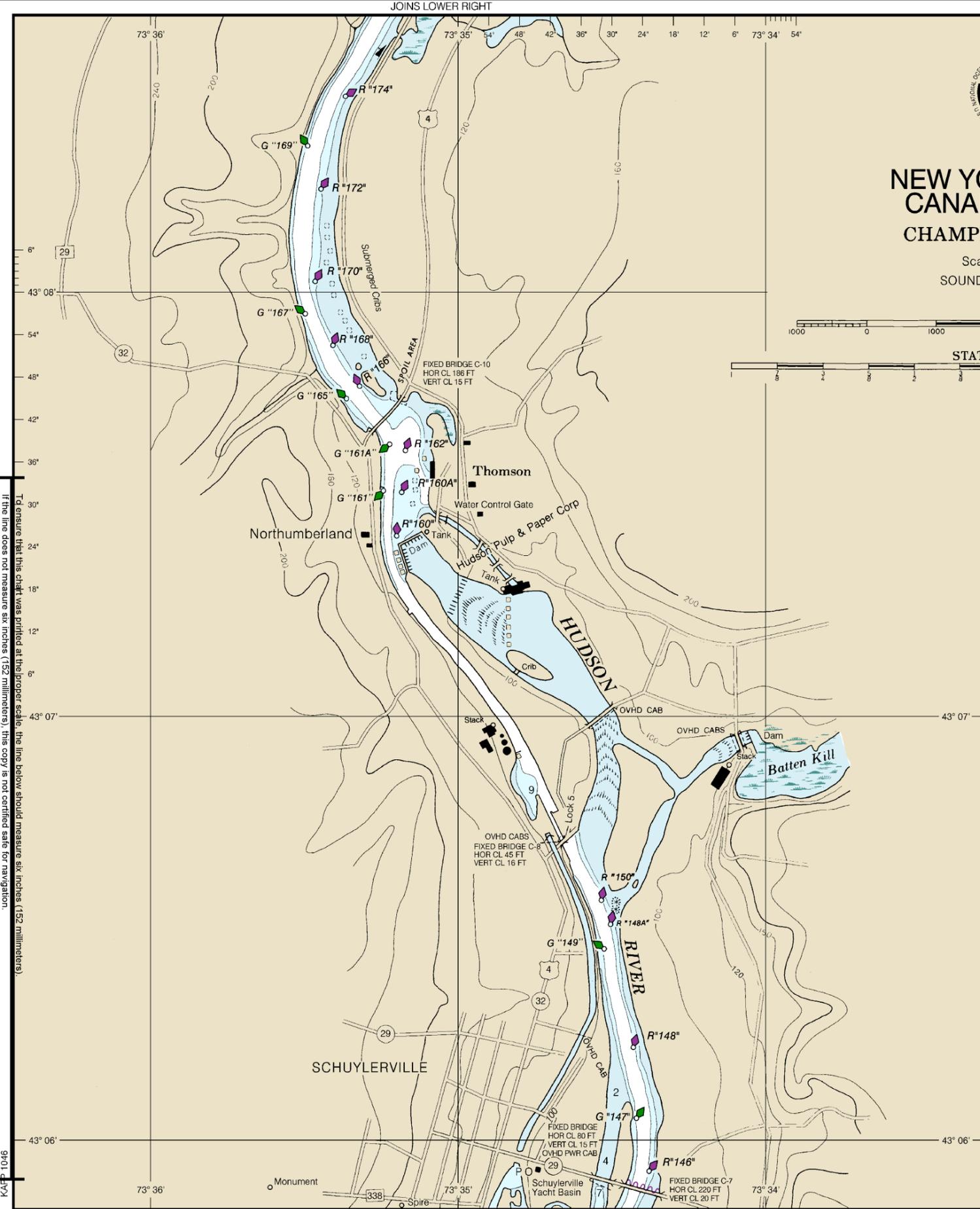


14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

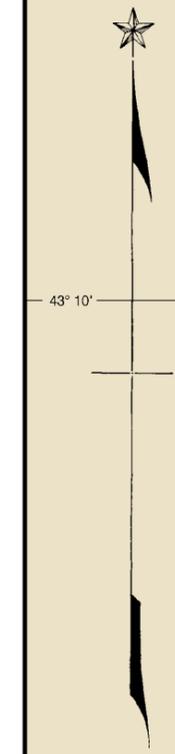
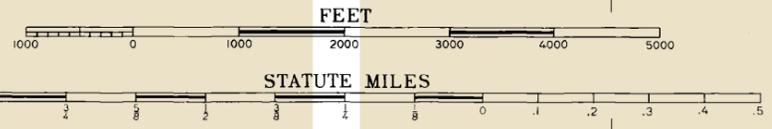
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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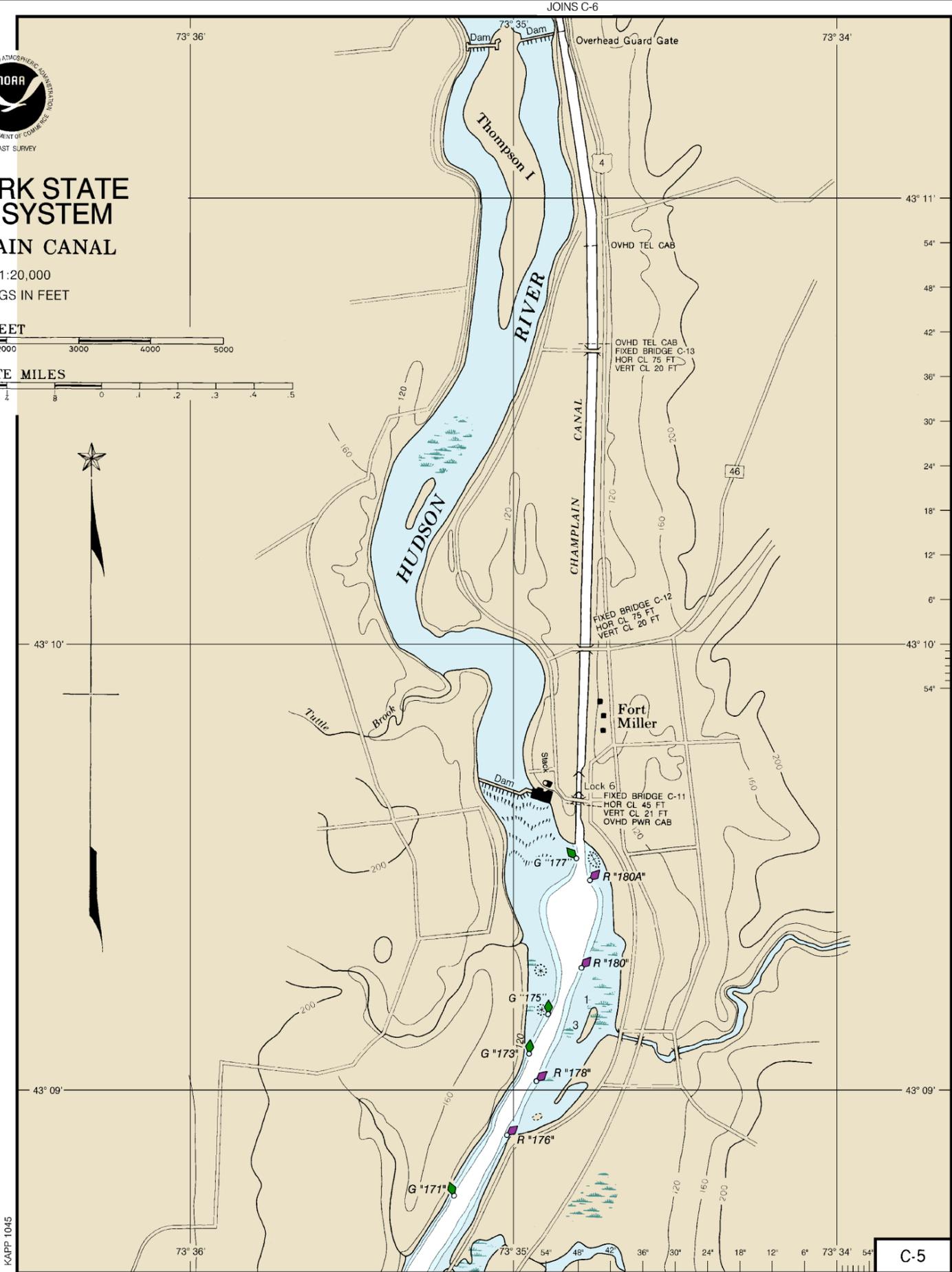


**NEW YORK STATE  
CANAL SYSTEM  
CHAMPLAIN CANAL**

Scale 1:20,000  
SOUNDINGS IN FEET



KAPP 1045

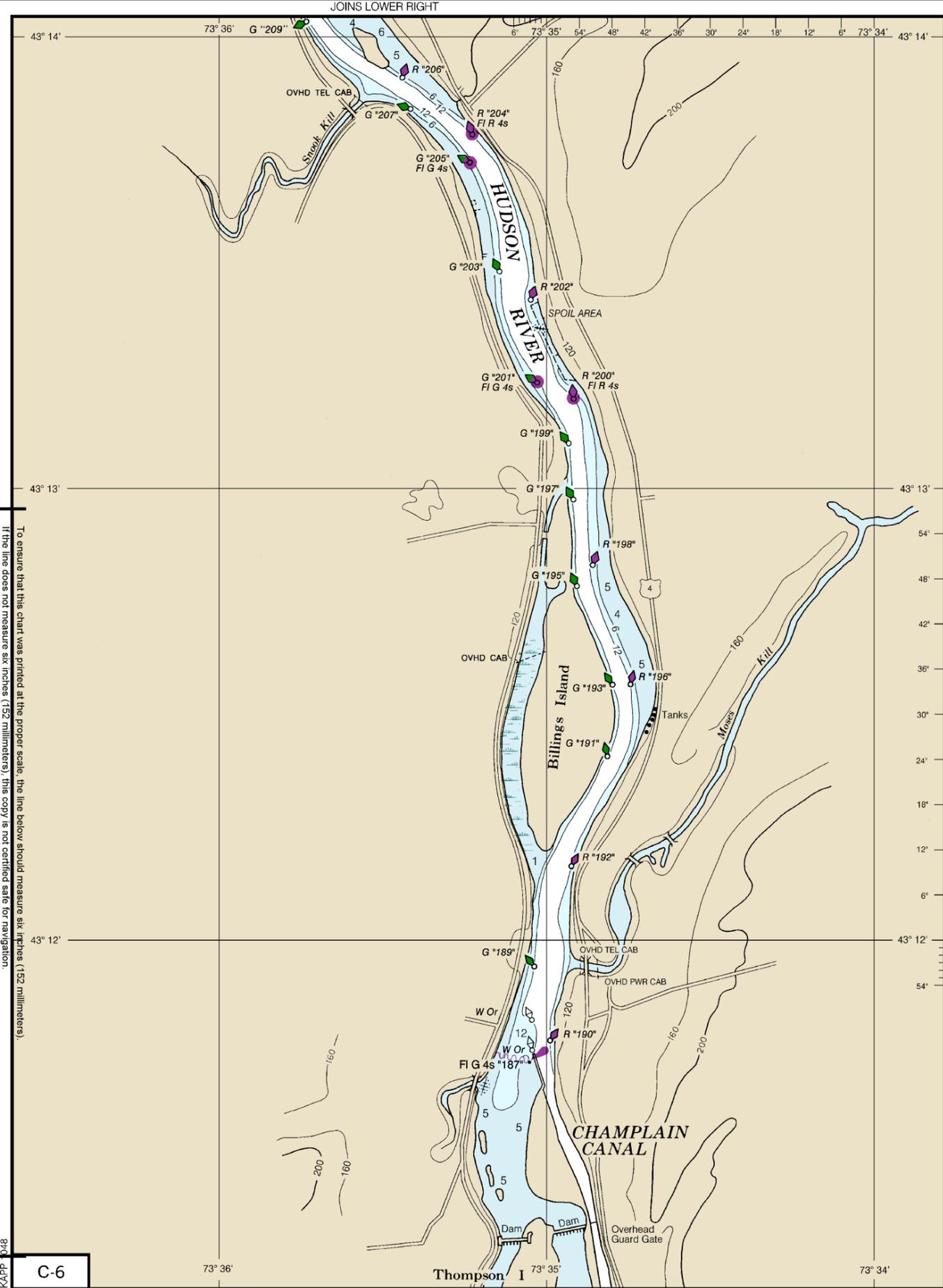


C-5

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
**Last Correction: 10/31/2008. Cleared through:**  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

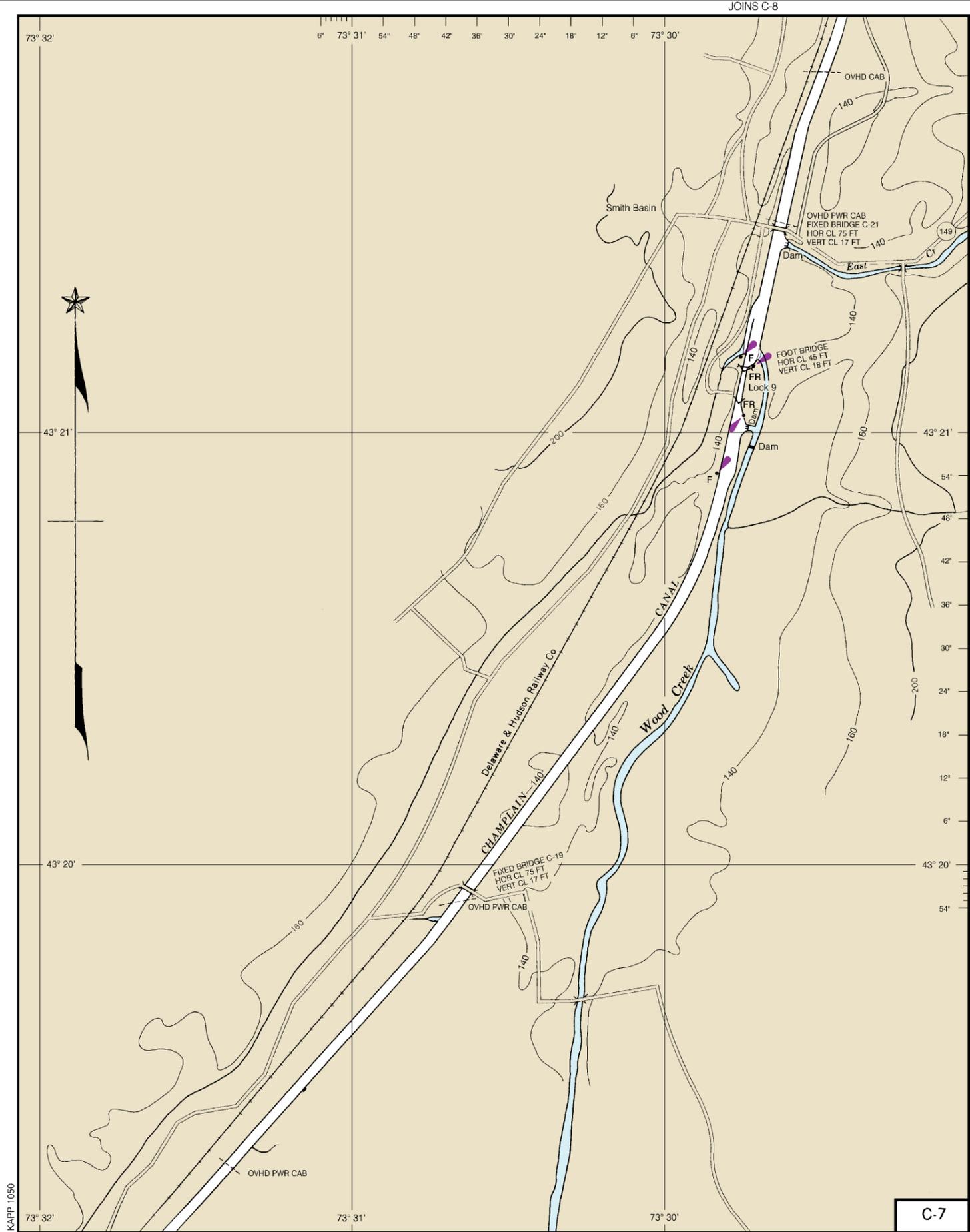
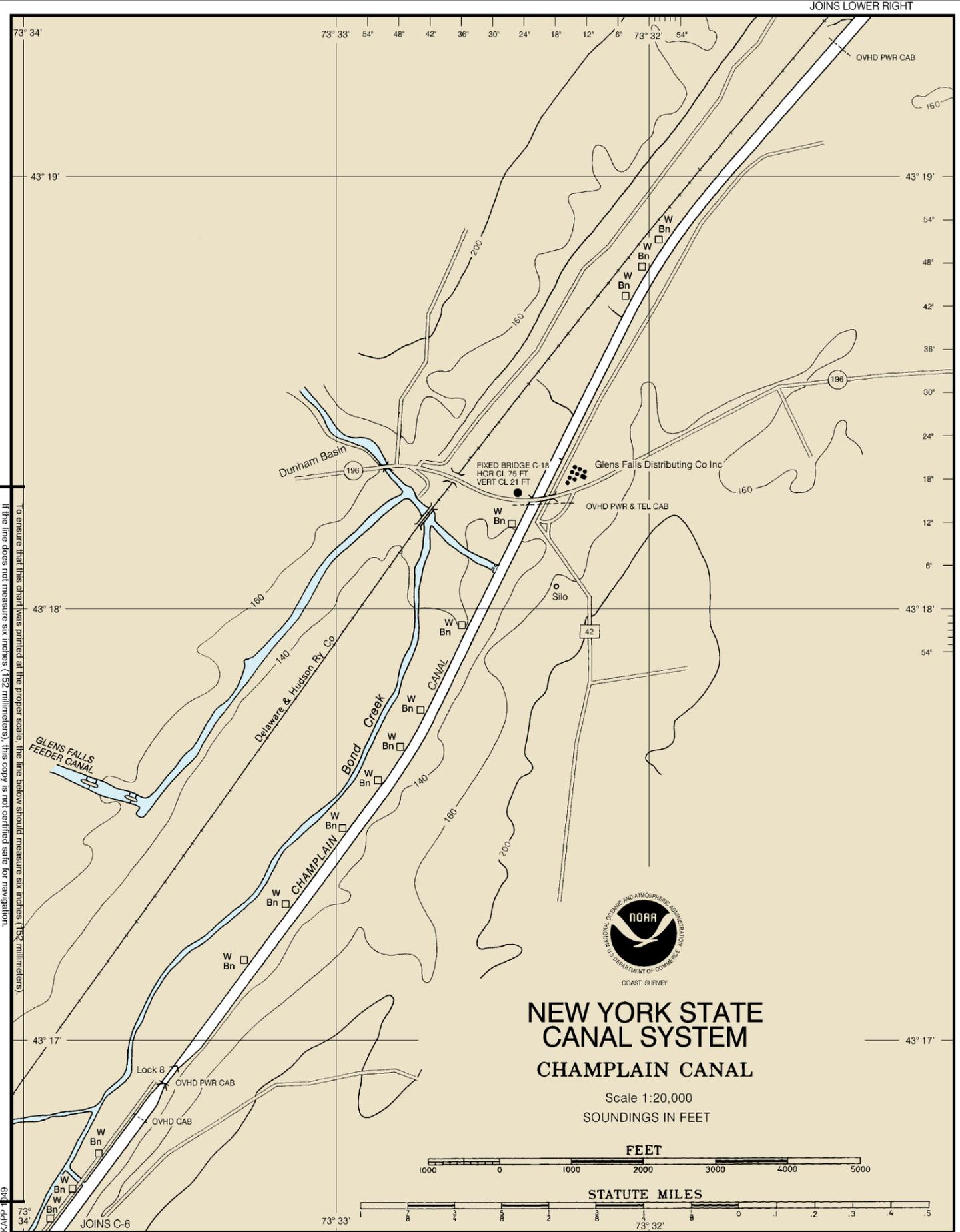
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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

**Last Correction: 3/9/2009. Cleared through:**  
**LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)**

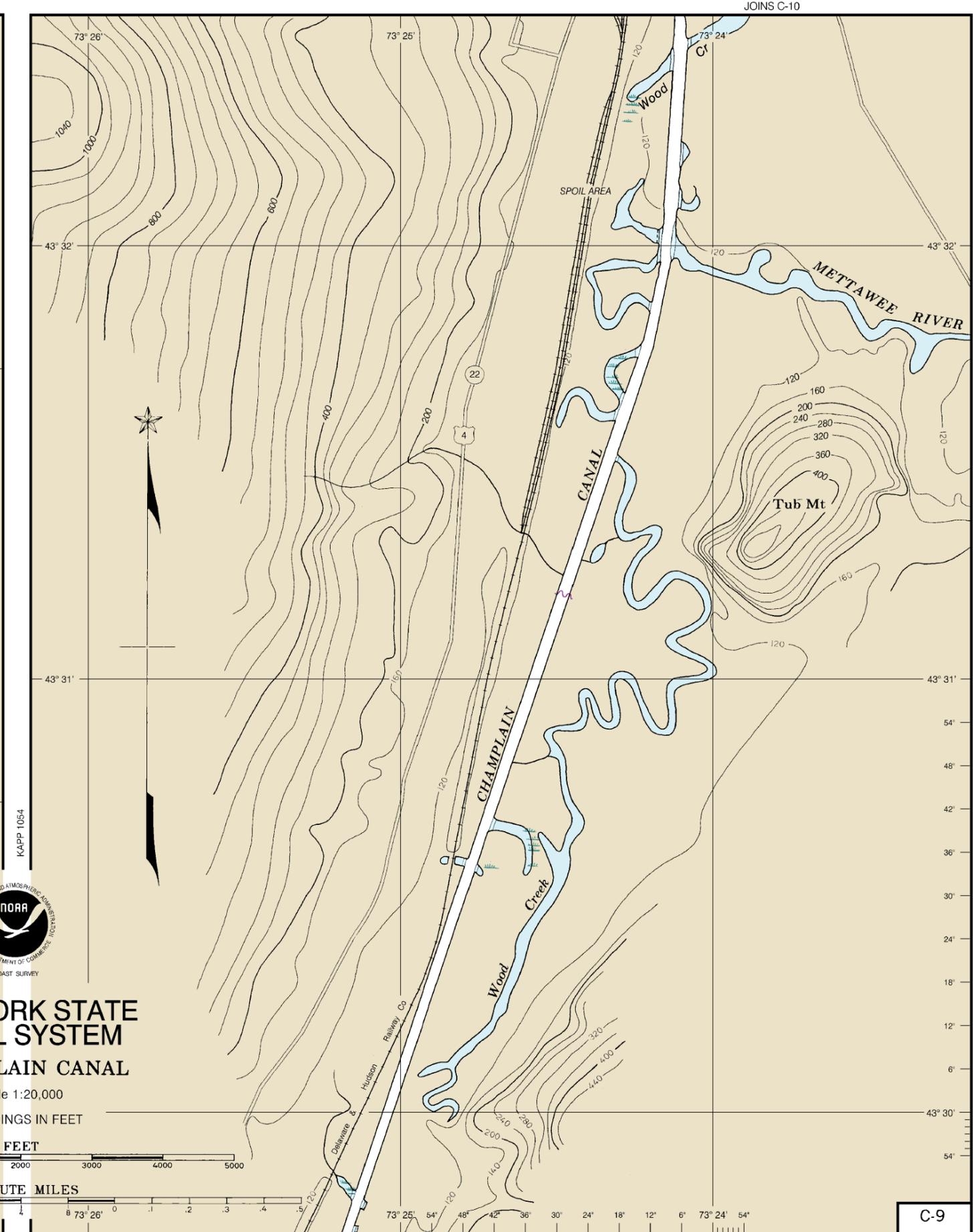
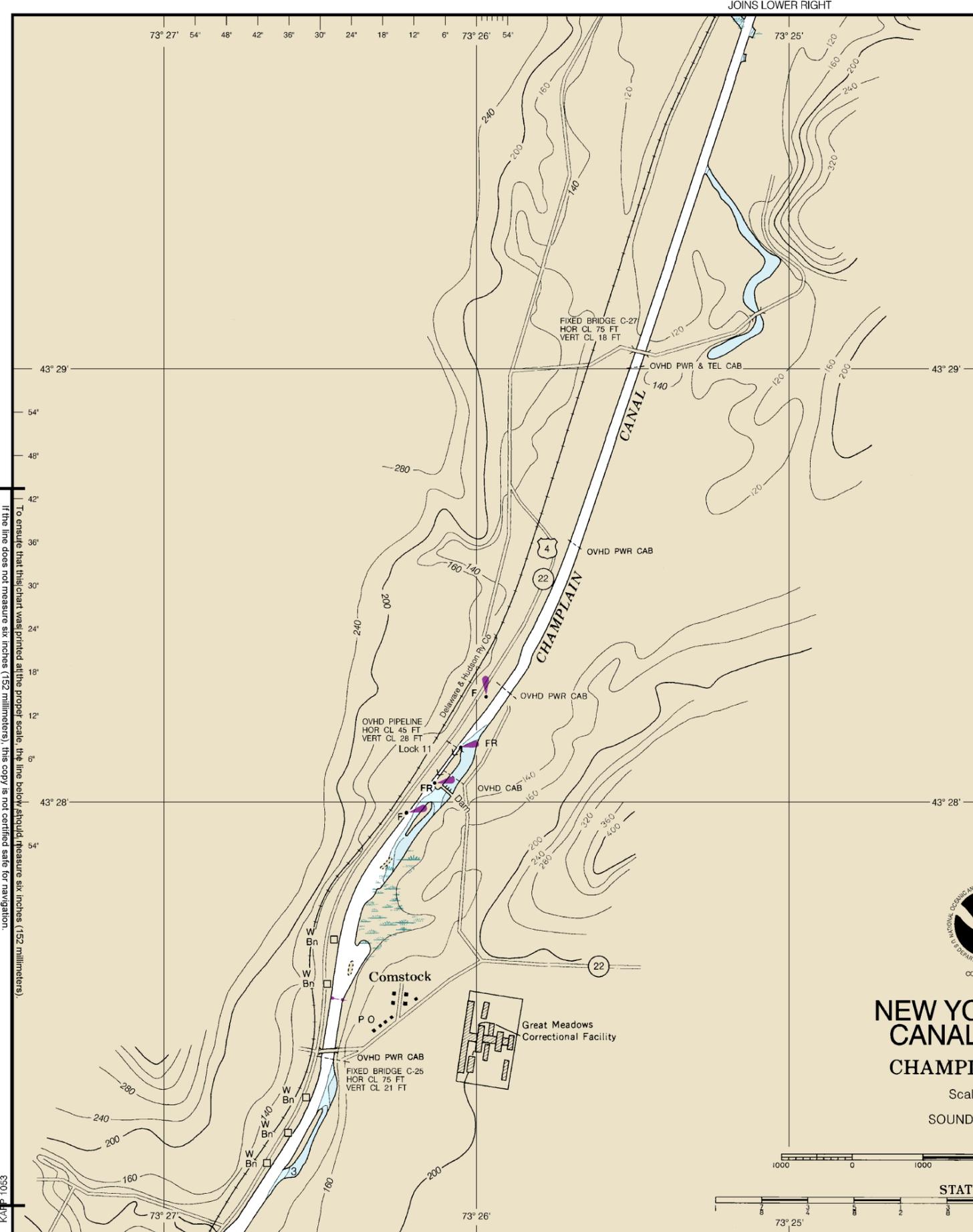
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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
**Last Correction: 10/31/2008. Cleared through:**  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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**NEW YORK STATE  
CANAL SYSTEM  
CHAMPLAIN CANAL**

Scale 1:20,000  
SOUNDINGS IN FEET



STATUTE MILES



KAPP 1054

JOINS C-8

JOINS UPPER LEFT

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM CHAMPLAIN CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



STATUTE MILES



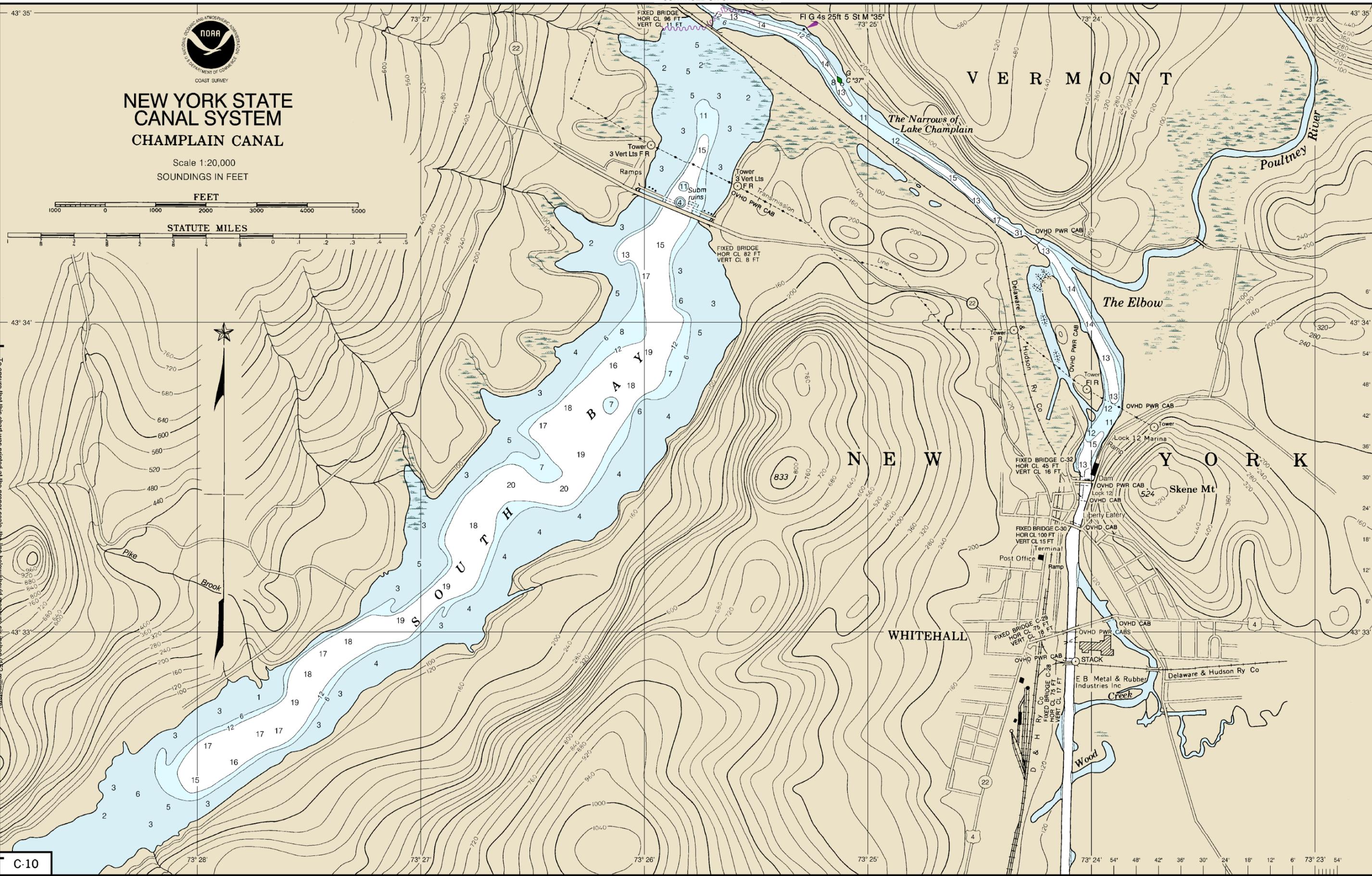
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

C-10

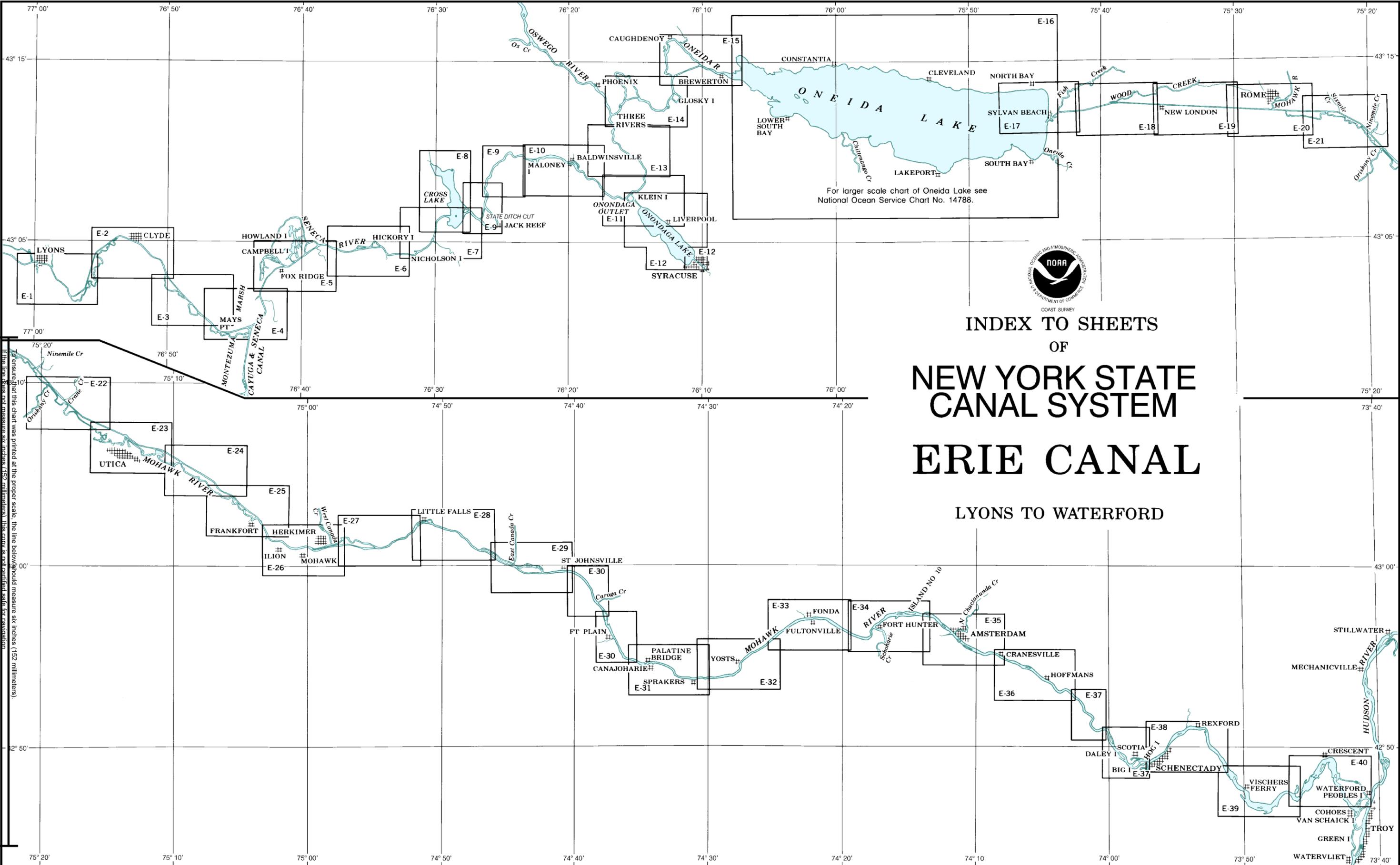
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 7/8/2015. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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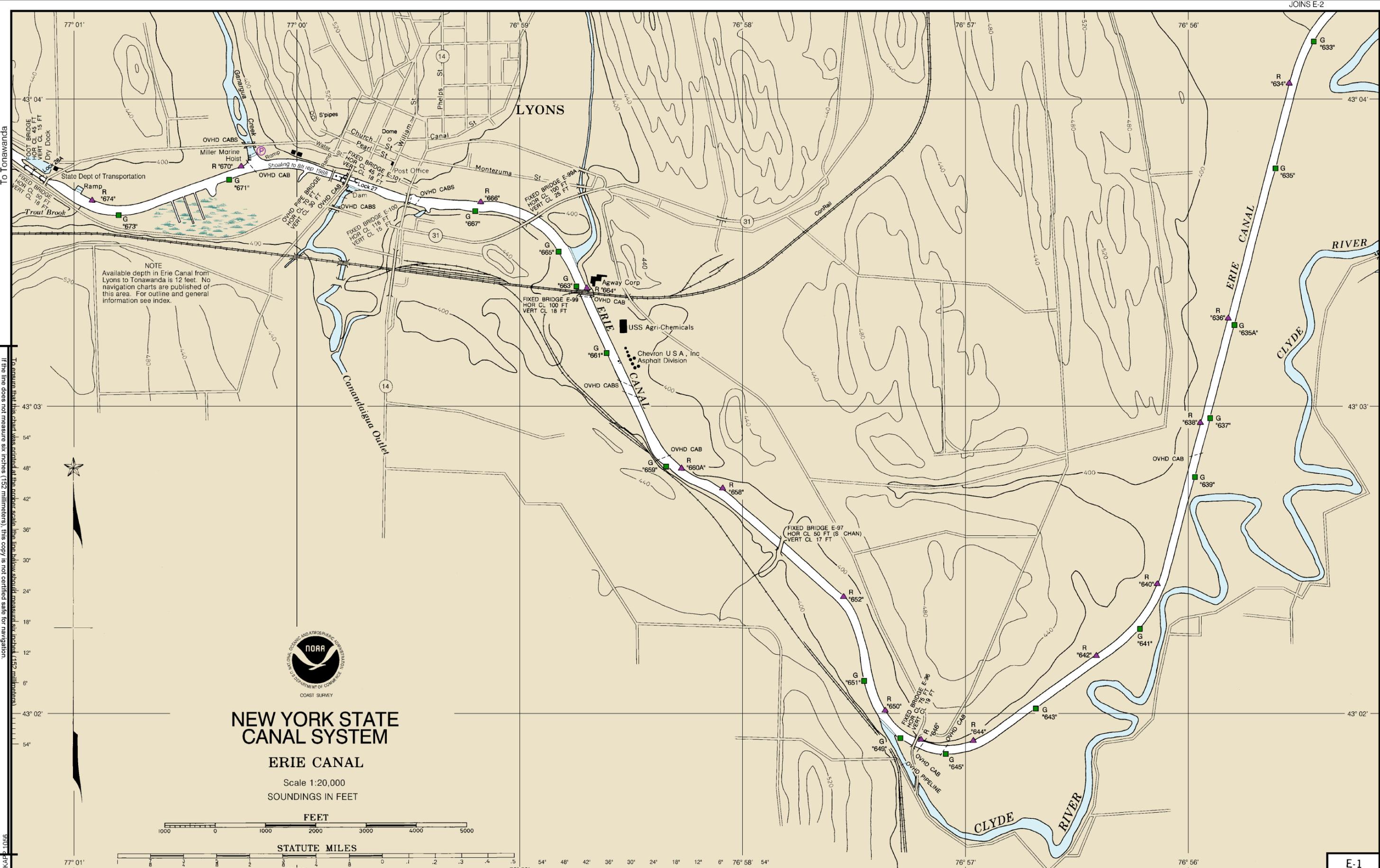
JOINS C-9



INDEX TO SHEETS  
 OF  
**NEW YORK STATE  
 CANAL SYSTEM**  
**ERIE CANAL**  
 LYONS TO WATERFORD

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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**NEW YORK STATE  
CANAL SYSTEM**

**ERIE CANAL**

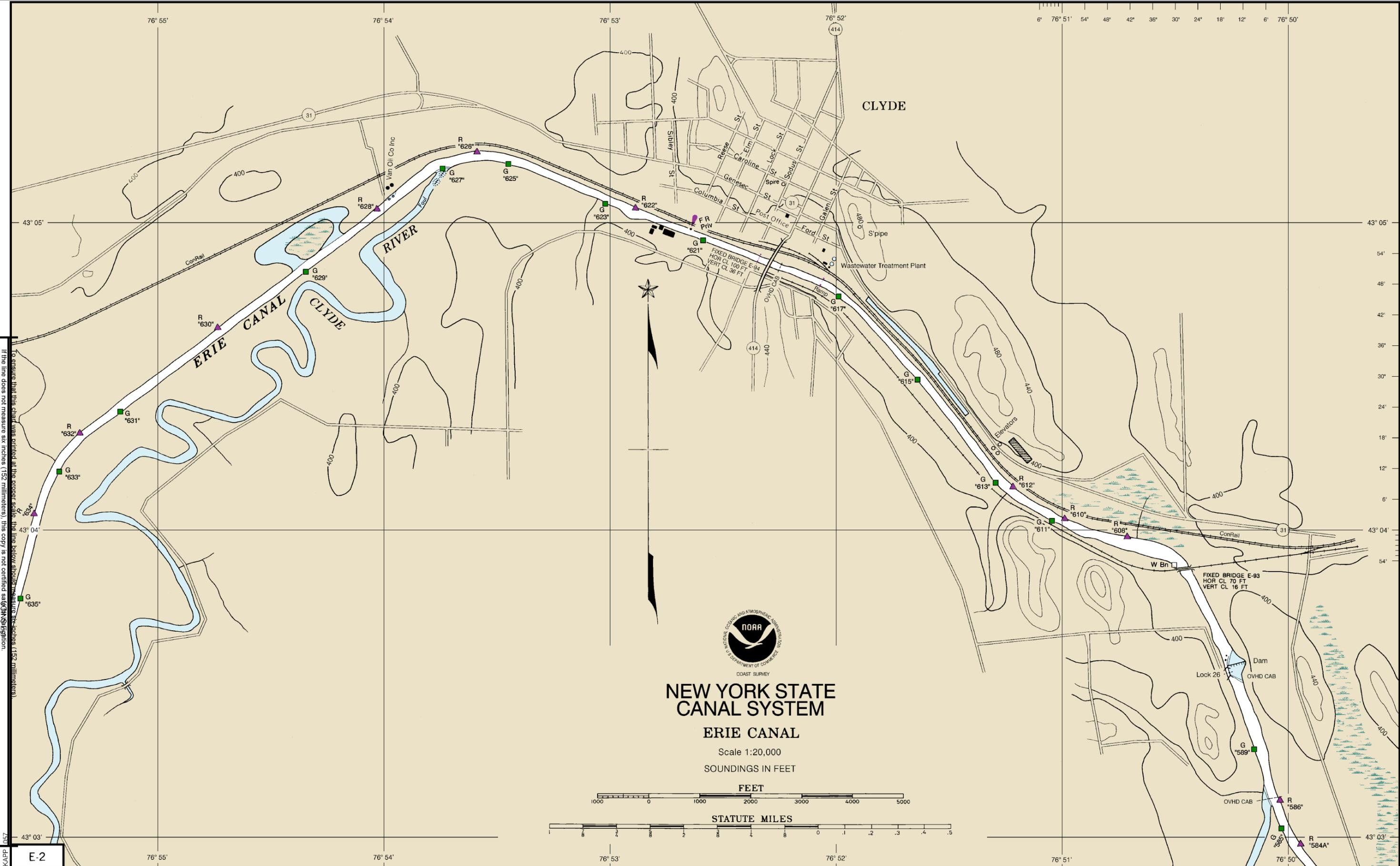
Scale 1:20,000  
SOUNDINGS IN FEET



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

KAPB 1066

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)



14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM

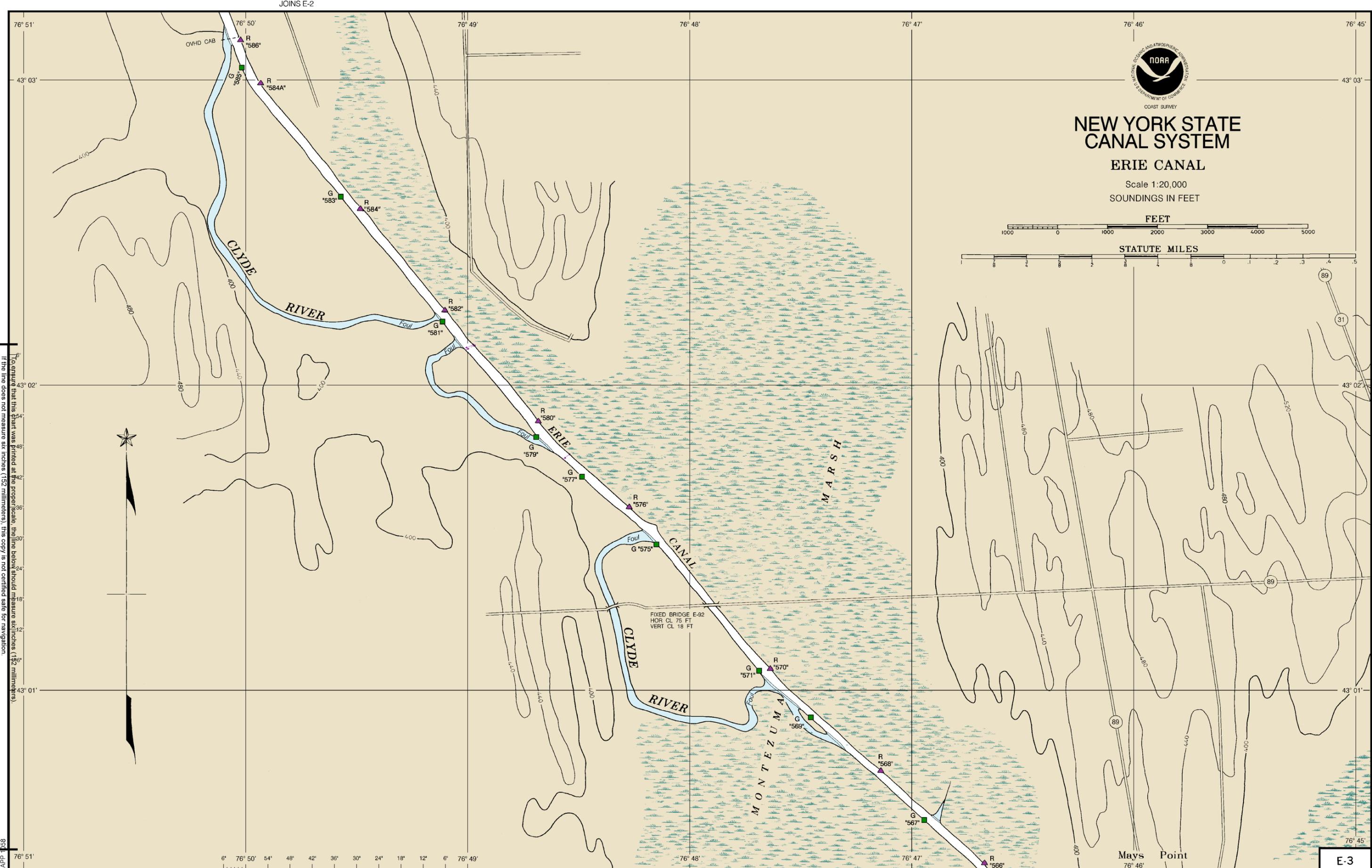
## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



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KAPP 1058



6" 76° 50' 54' 48' 42' 36' 30' 24' 18' 12' 6' 76° 49'

76° 48'

76° 47'

76° 46'

76° 45'

Mays Point

E-3

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM

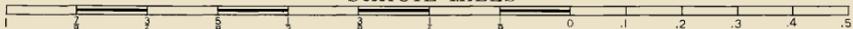
## ERIE CANAL

Scale 1:20,000

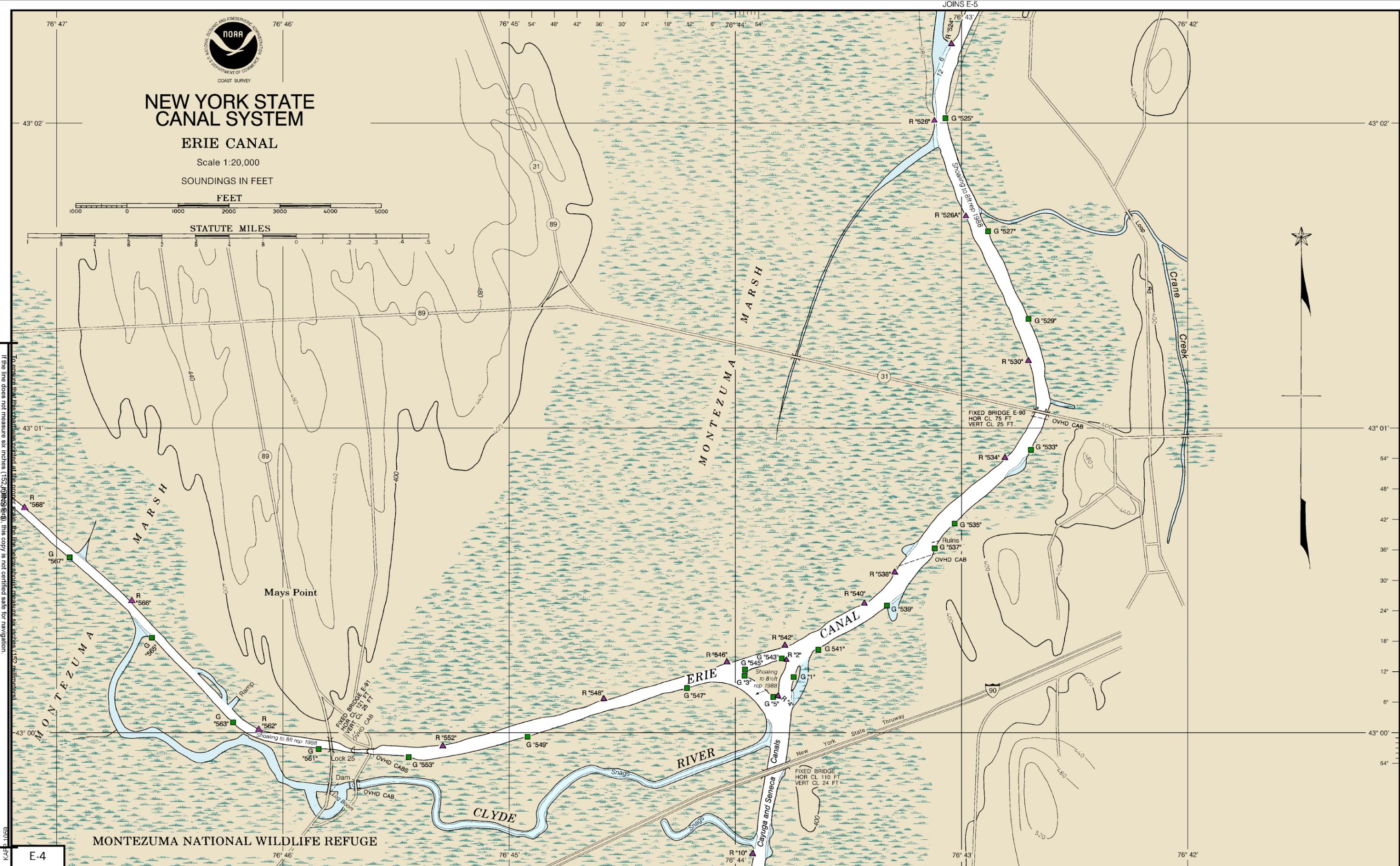
SOUNDINGS IN FEET

FEET

STATUTE MILES



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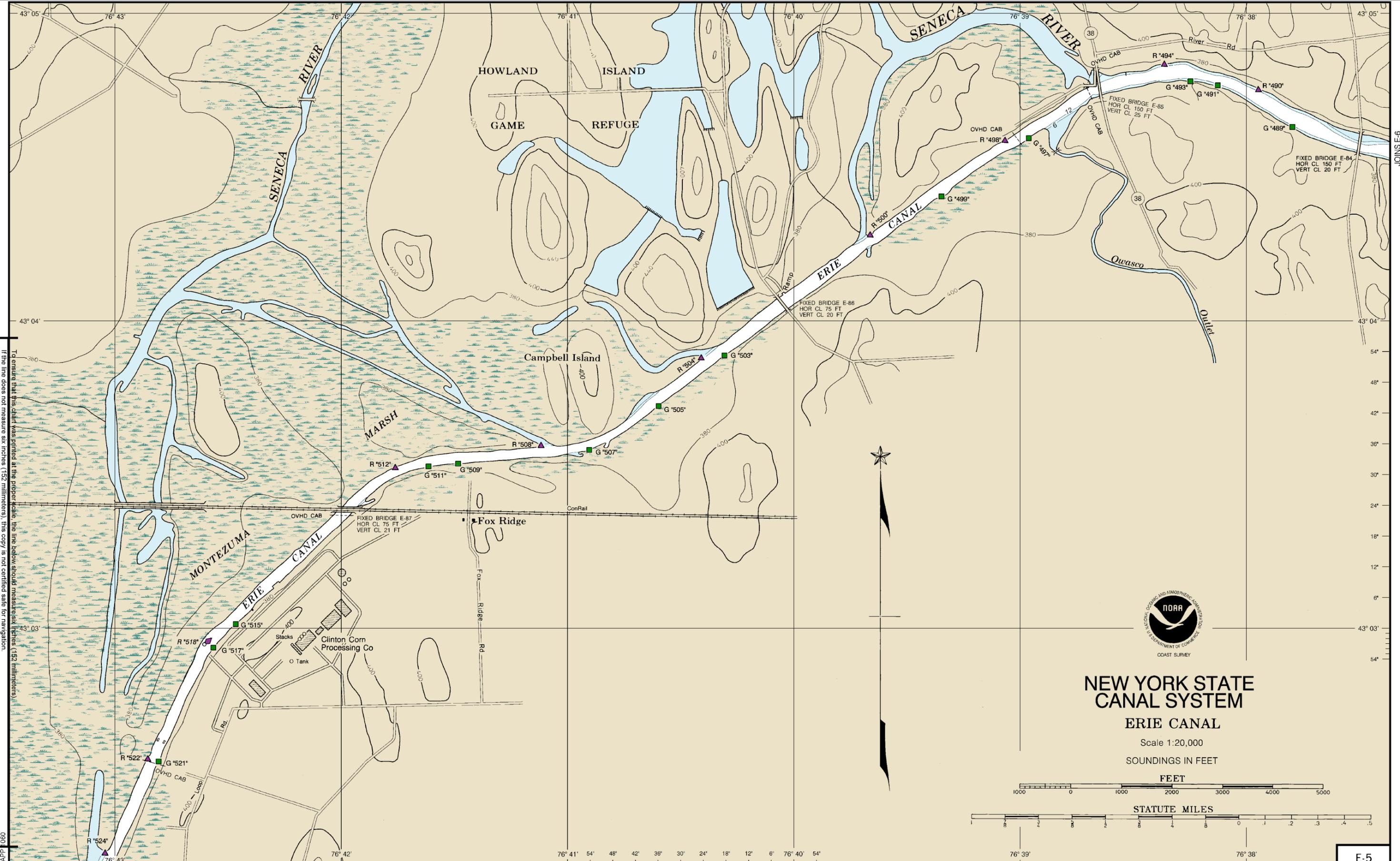
E-4

JOINS CS-5

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

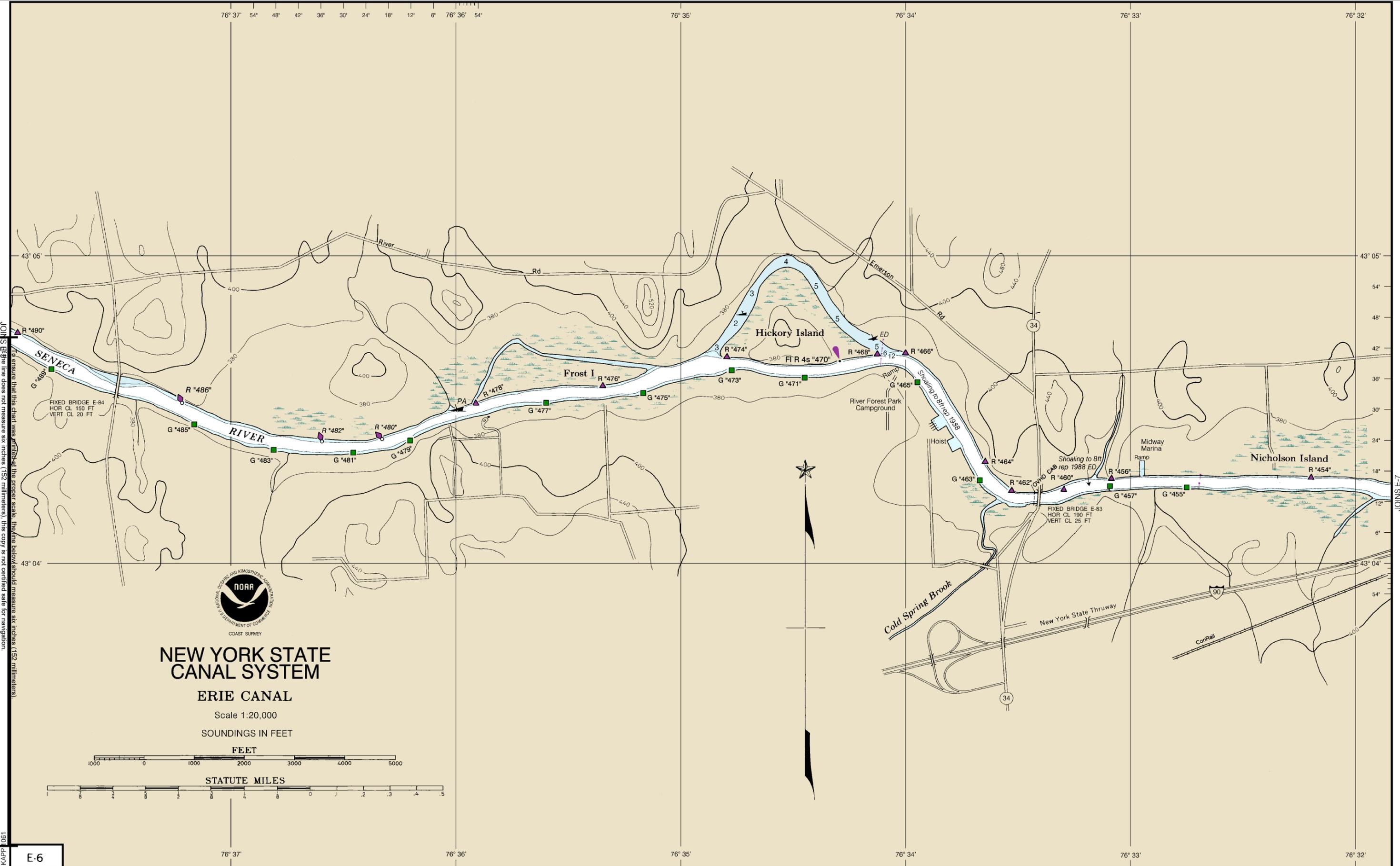
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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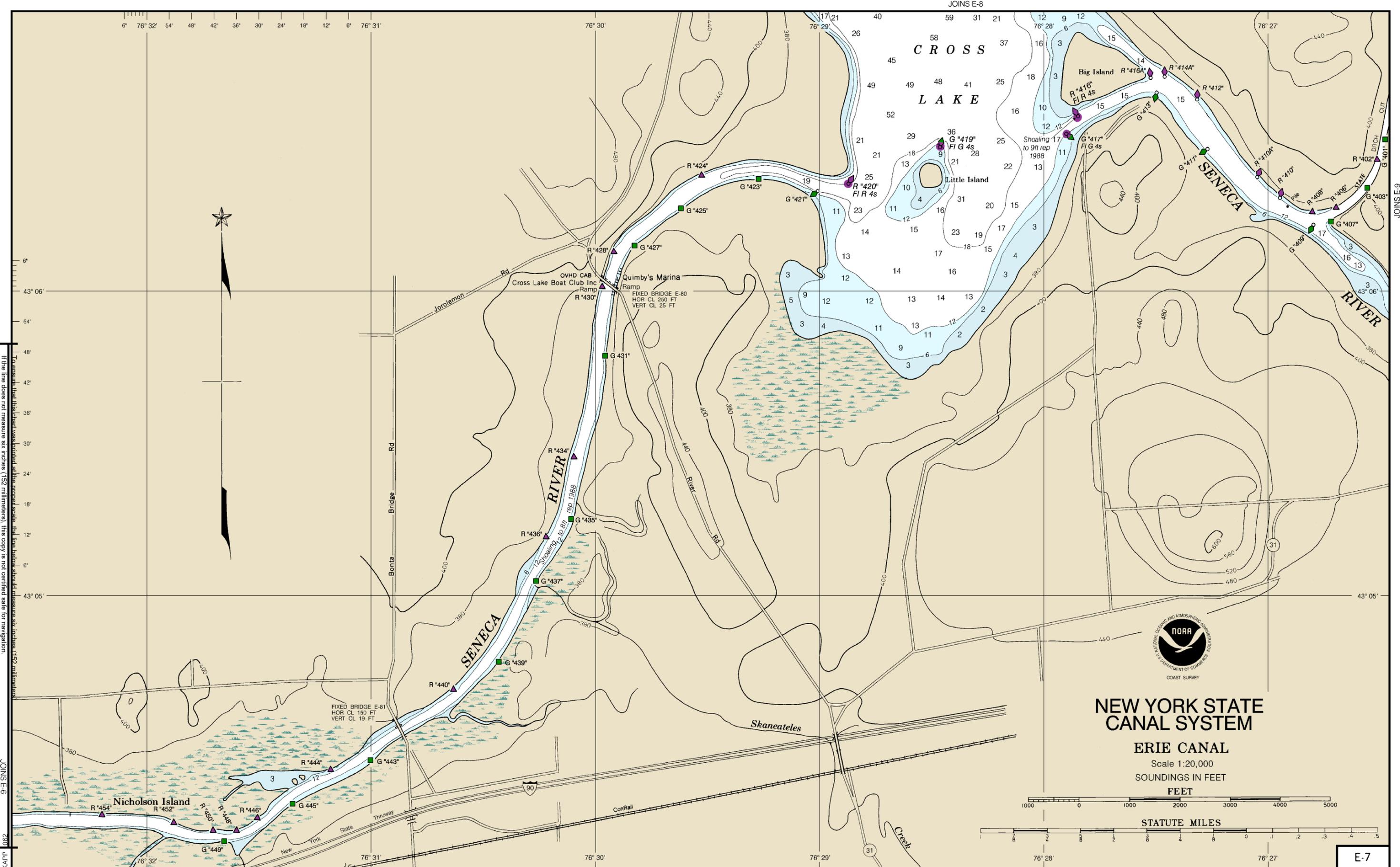
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

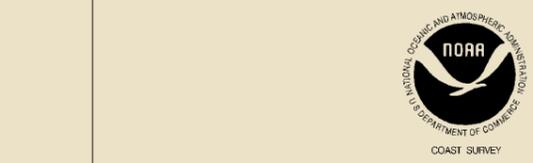
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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

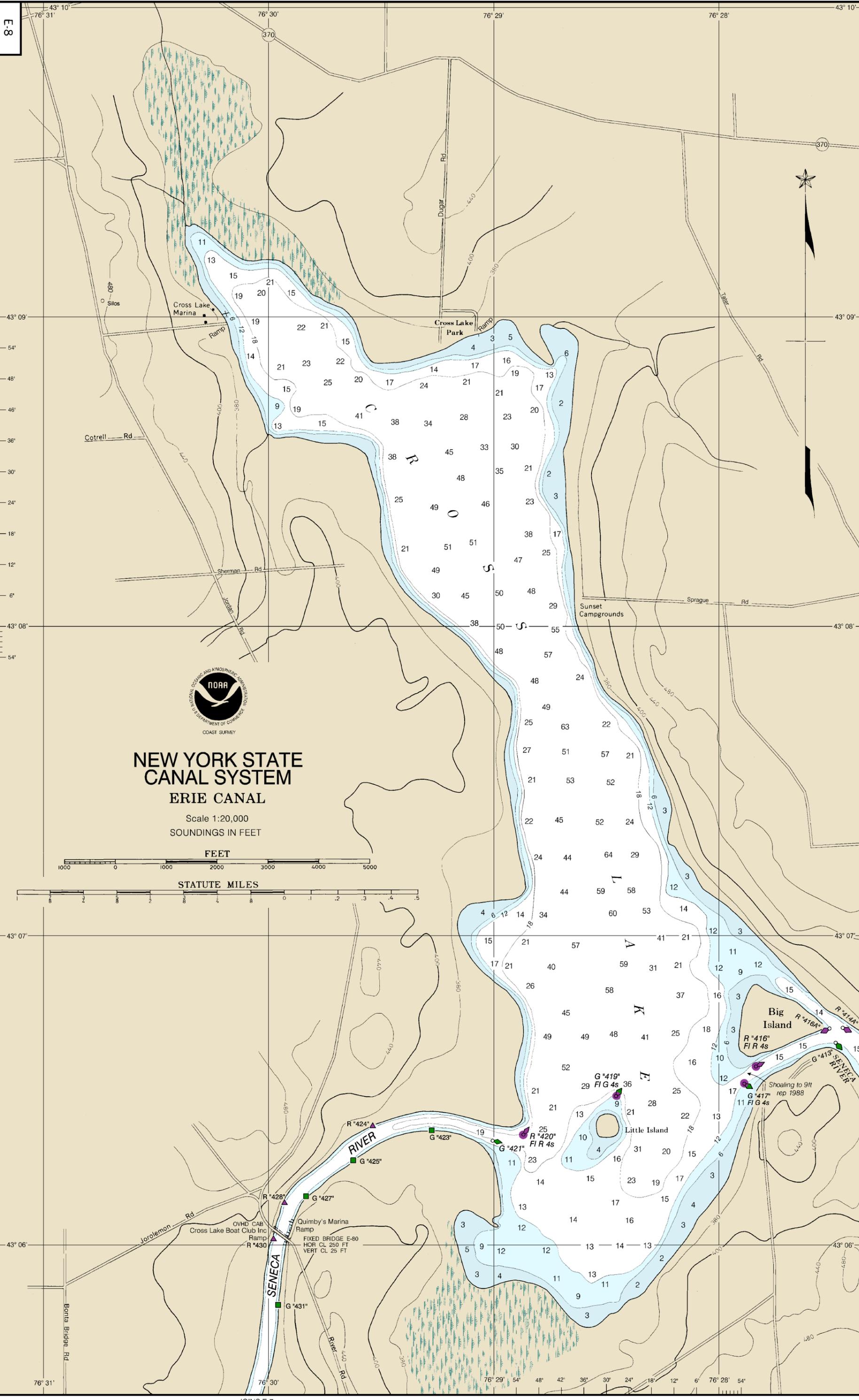
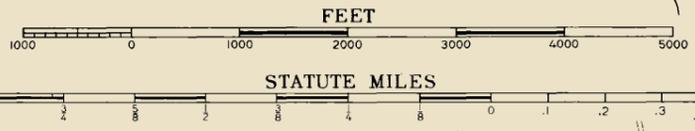
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# NEW YORK STATE CANAL SYSTEM ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET

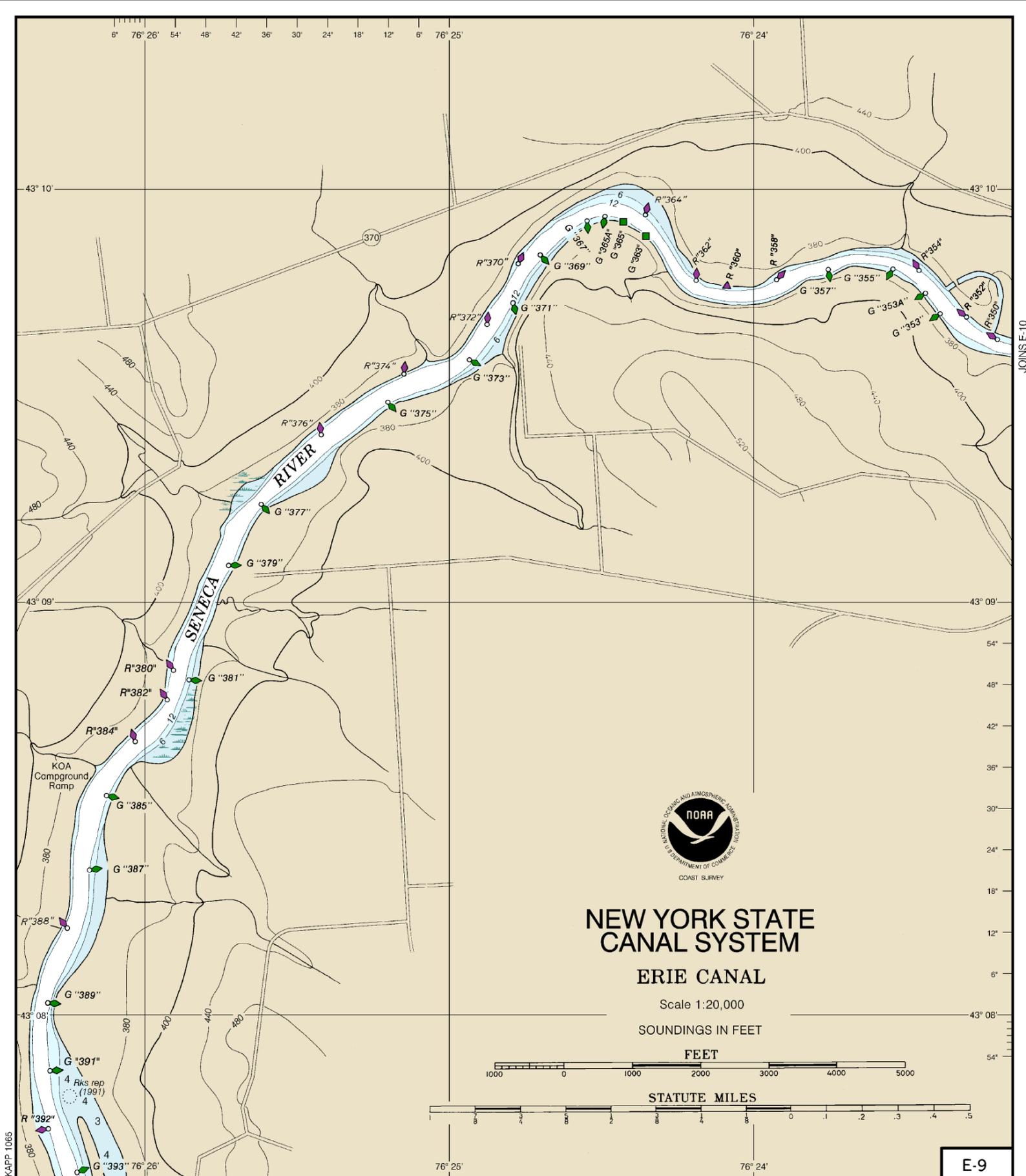
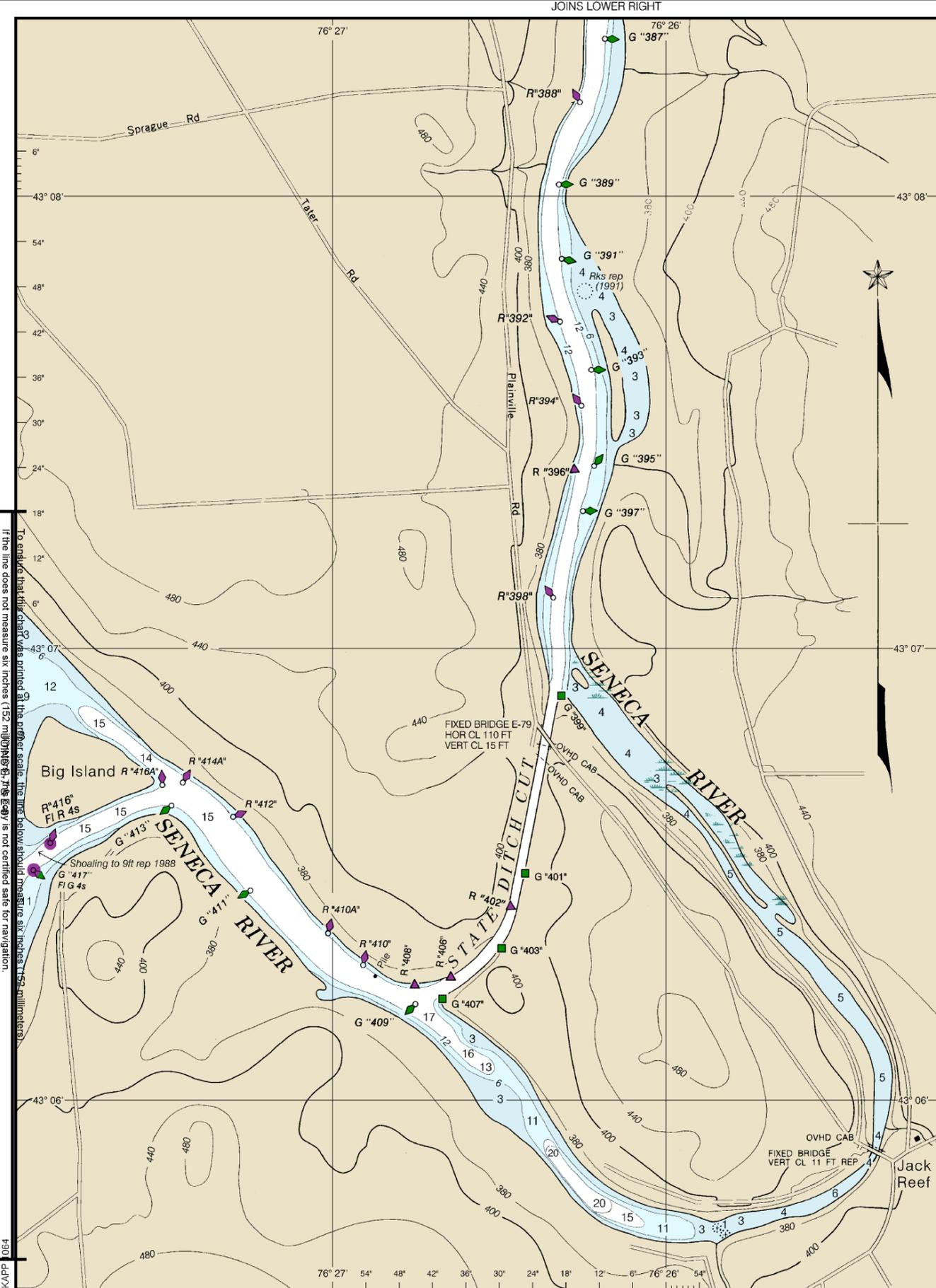


JOINS E-7

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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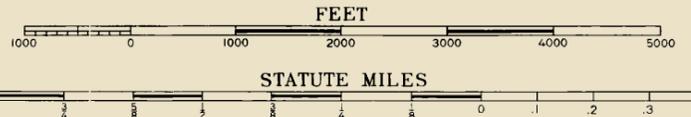
E-9



**NEW YORK STATE  
CANAL SYSTEM**

**ERIE CANAL**

Scale 1:20,000  
SOUNDINGS IN FEET



E-10

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
**Last Correction: 10/31/2008. Cleared through:**  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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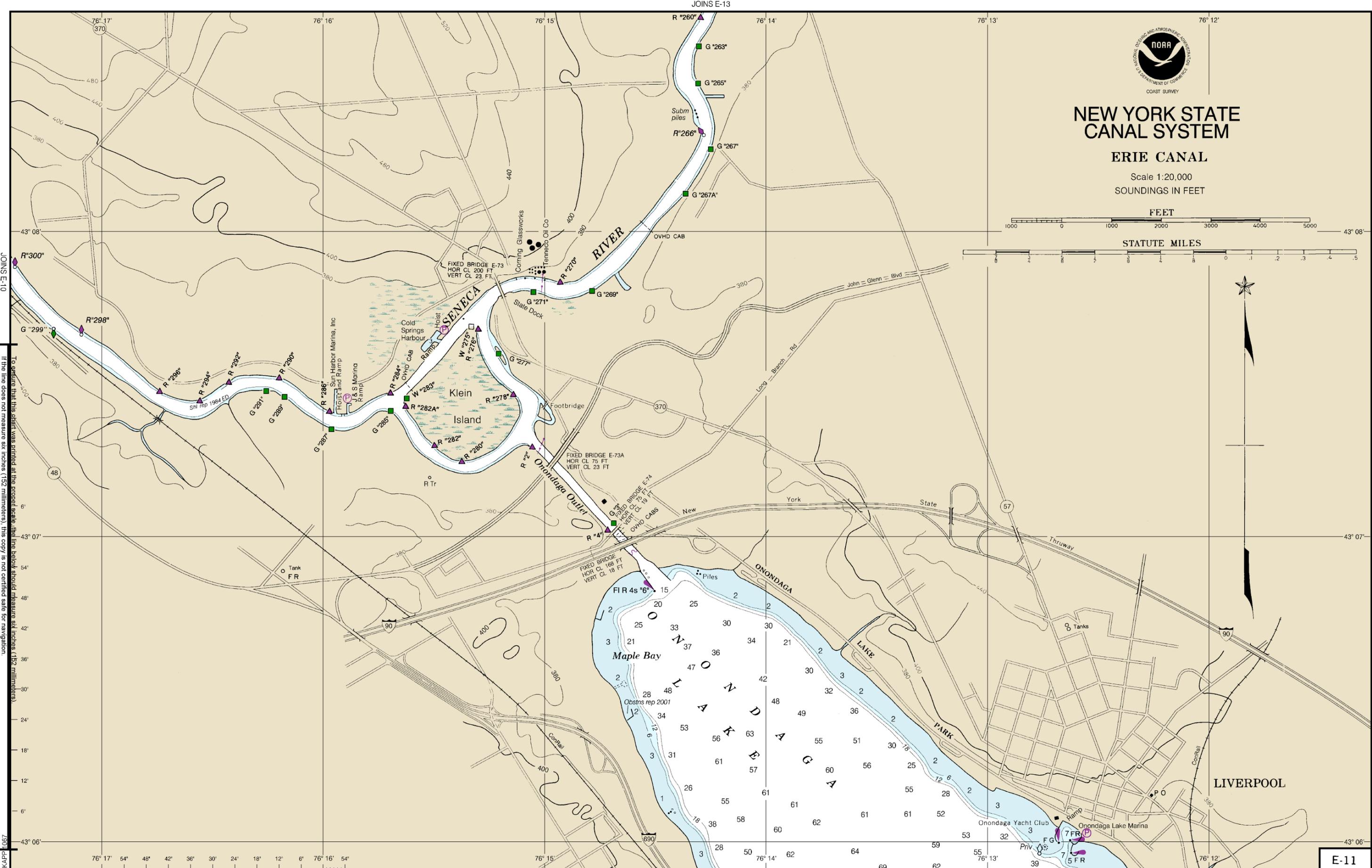
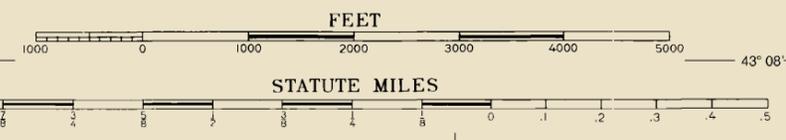
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.



# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



JOINS E-10  
KAPP 1067

E-11

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

CONTINUED ON E-12



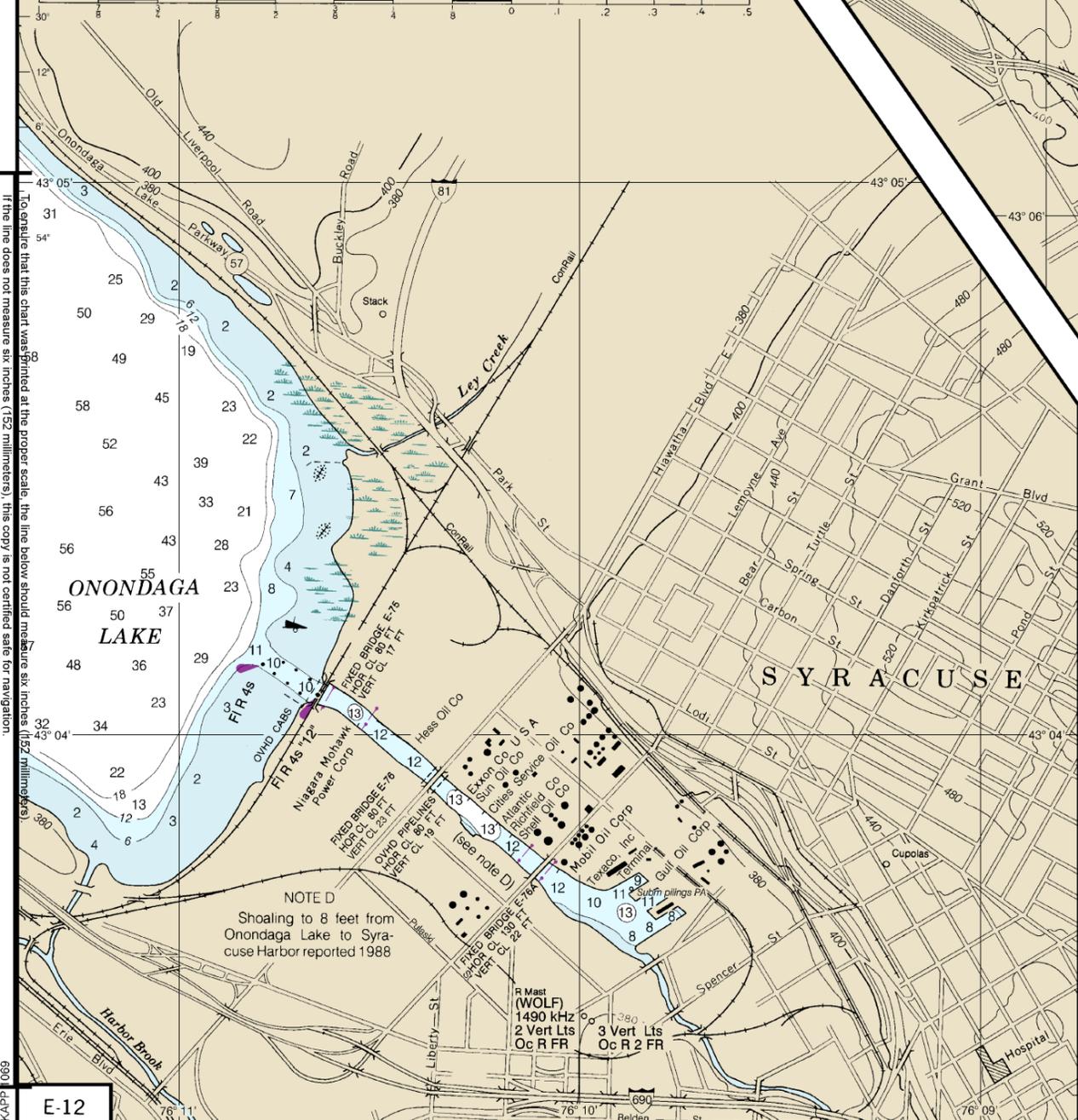
# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



STATUTE MILES



E-12

CONTINUED ON E-11



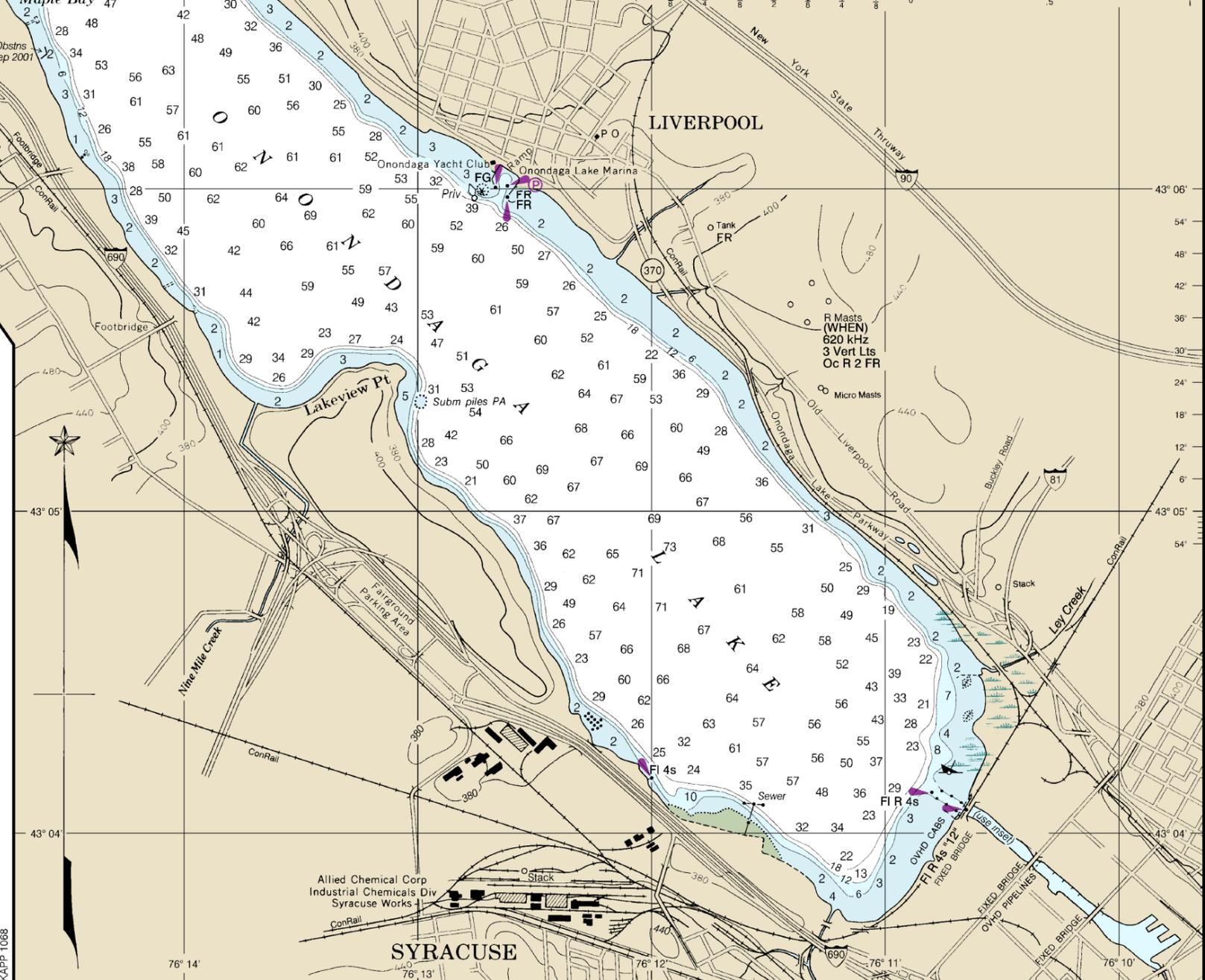
# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



STATUTE MILES



SYRACUSE

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 7/13/2011. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

KAPP 1089

KAPP 1088

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

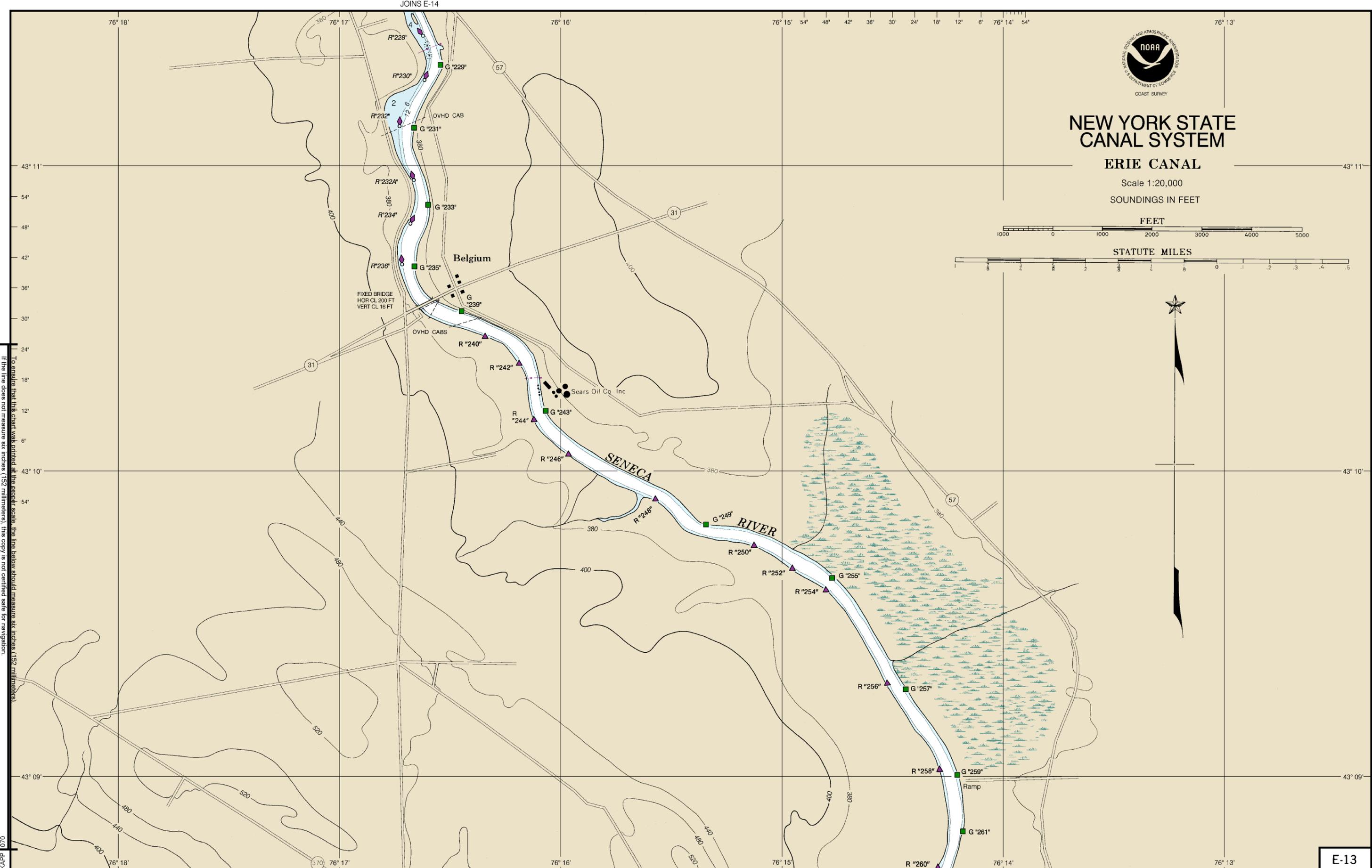


# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

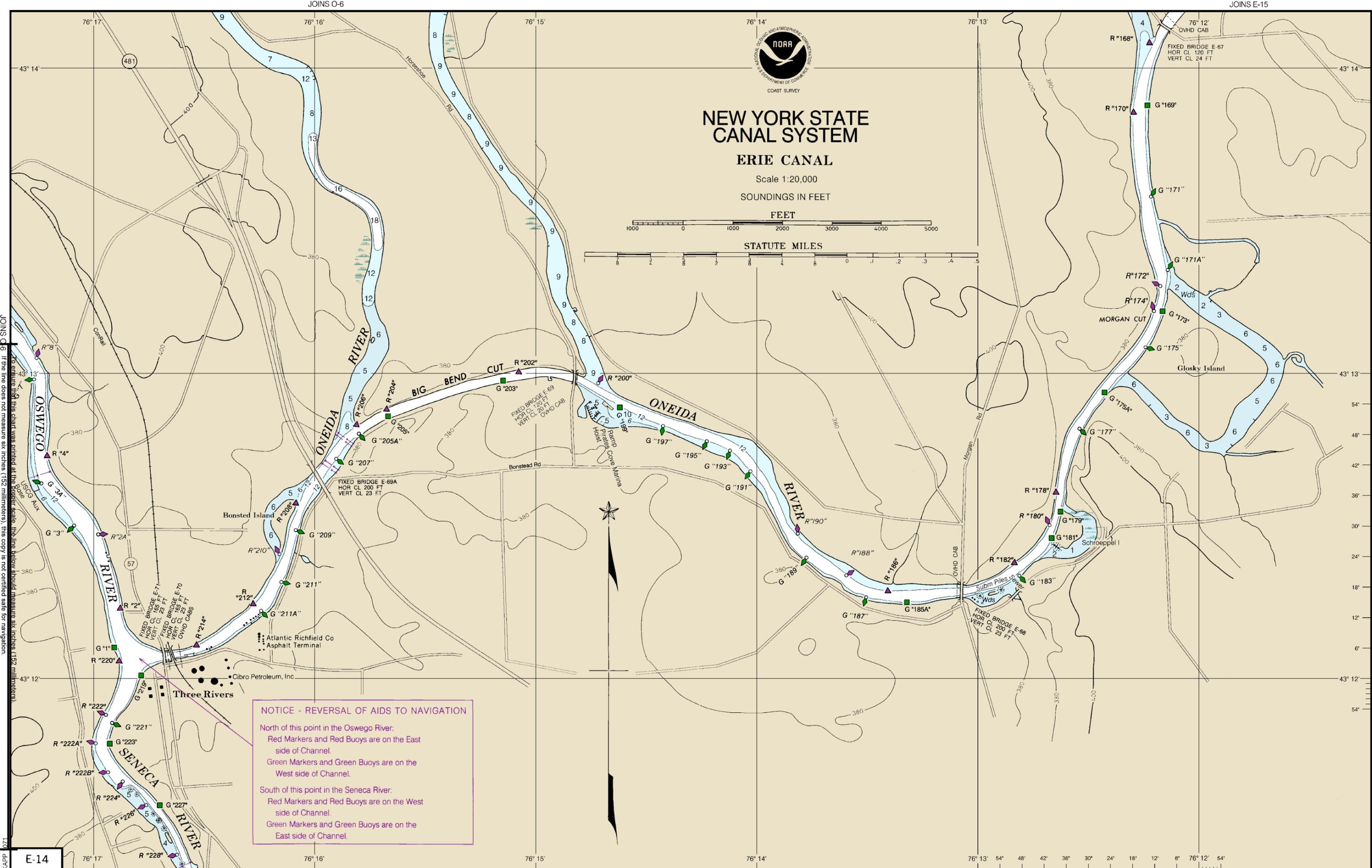
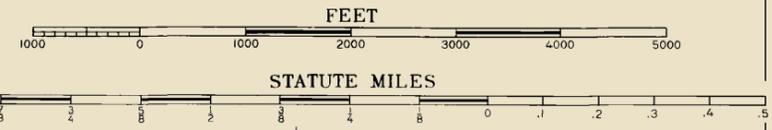


# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



**NOTICE - REVERSAL OF AIDS TO NAVIGATION**

North of this point in the Oswego River:  
 Red Markers and Red Buoys are on the East side of Channel.  
 Green Markers and Green Buoys are on the West side of Channel.

South of this point in the Seneca River:  
 Red Markers and Red Buoys are on the West side of Channel.  
 Green Markers and Green Buoys are on the East side of Channel.

E-14

JOINS E-13

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

JOINS O-6 If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.  
 JOINS E-15 If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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# NEW YORK STATE CANAL SYSTEM

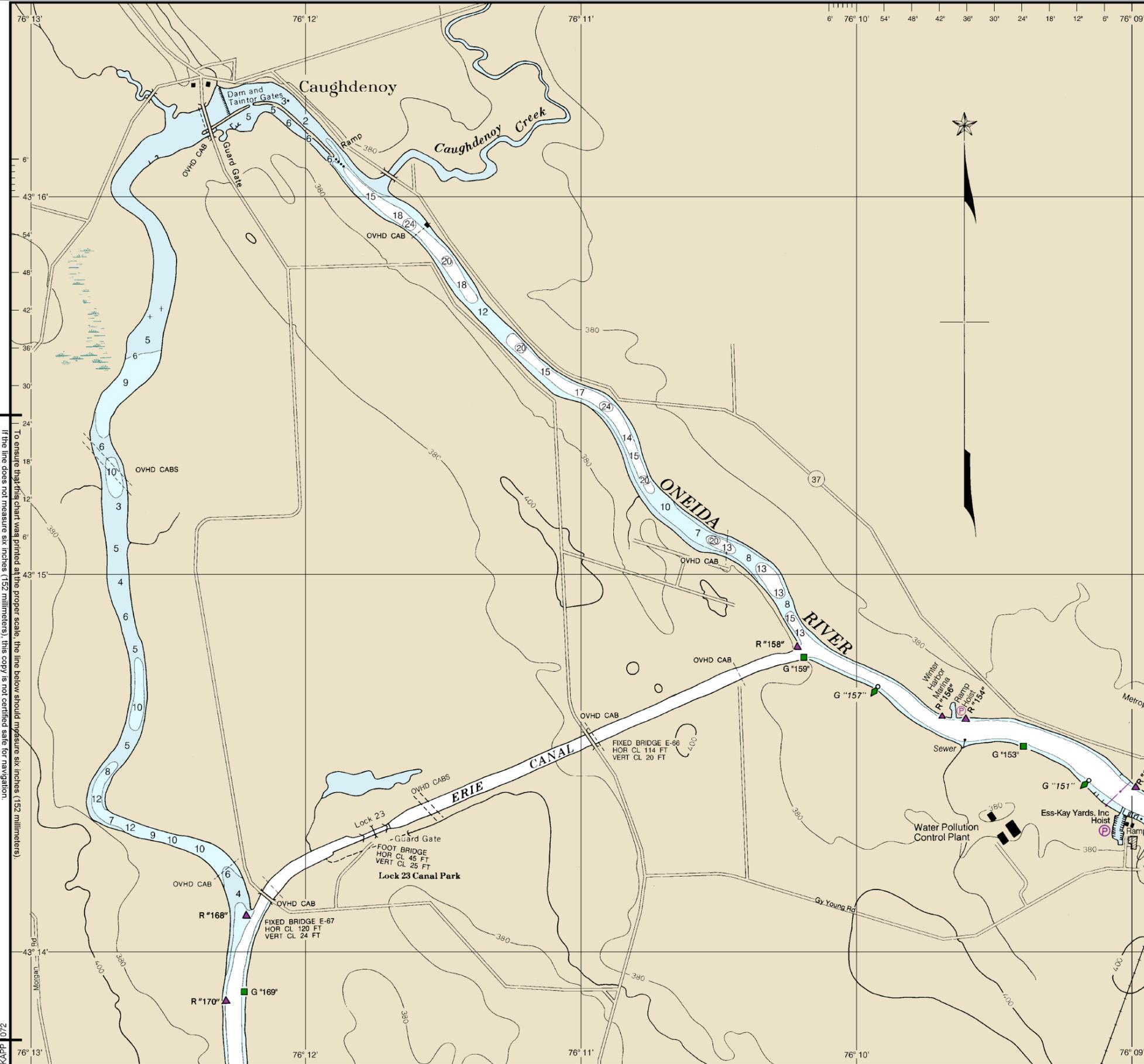
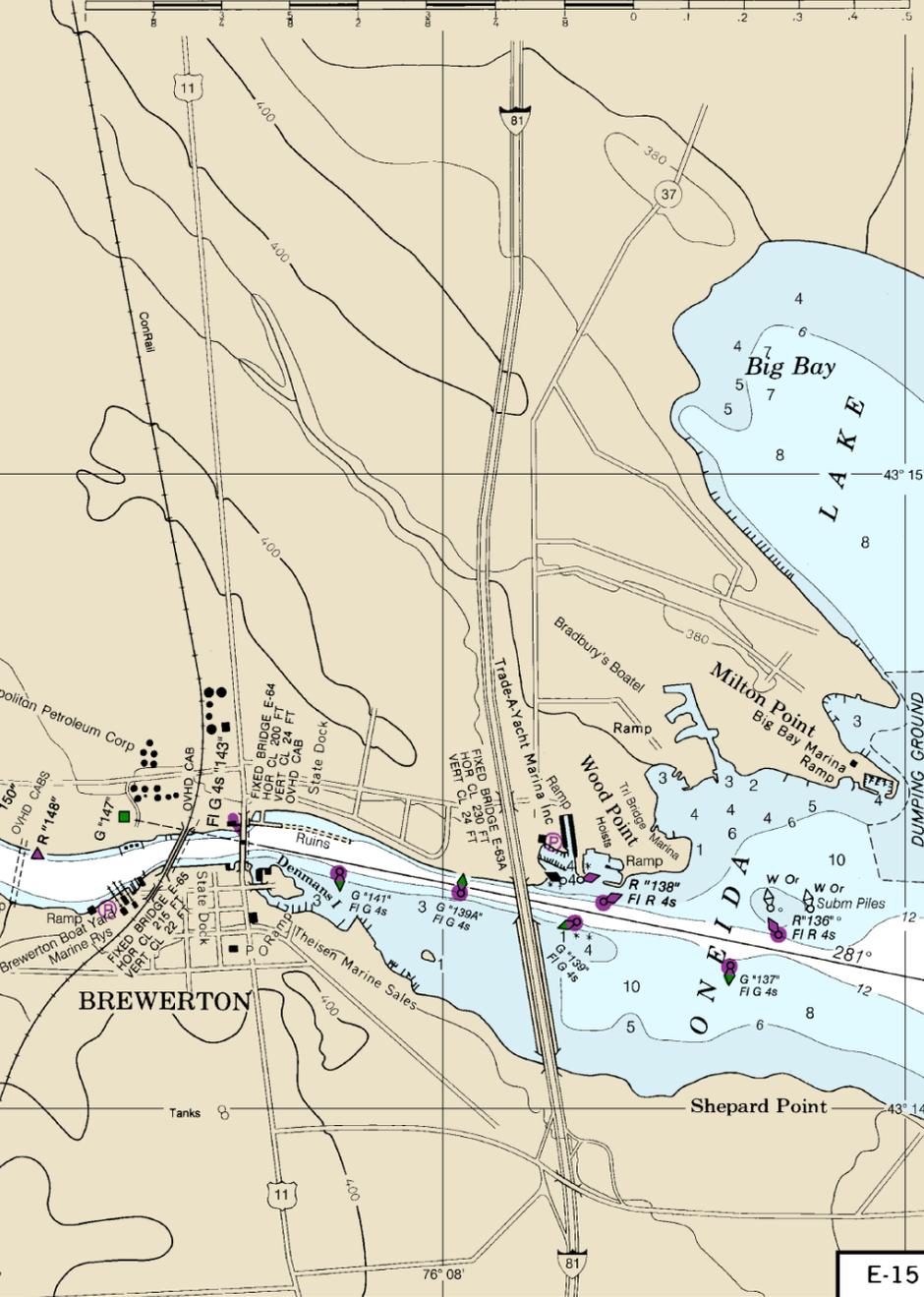
## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



STATUTE MILES



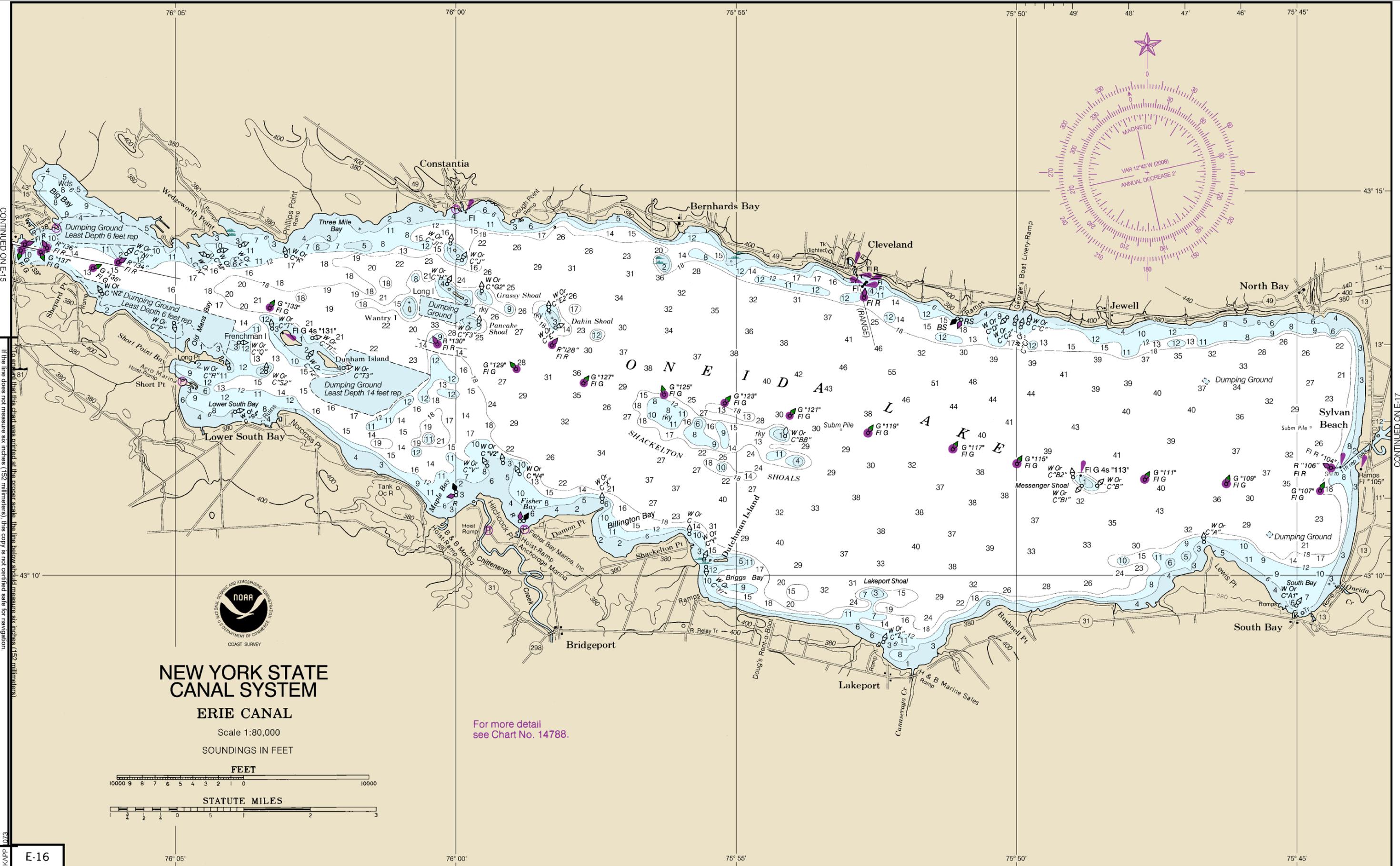
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

CONTINUED ON E-16

E-15

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.



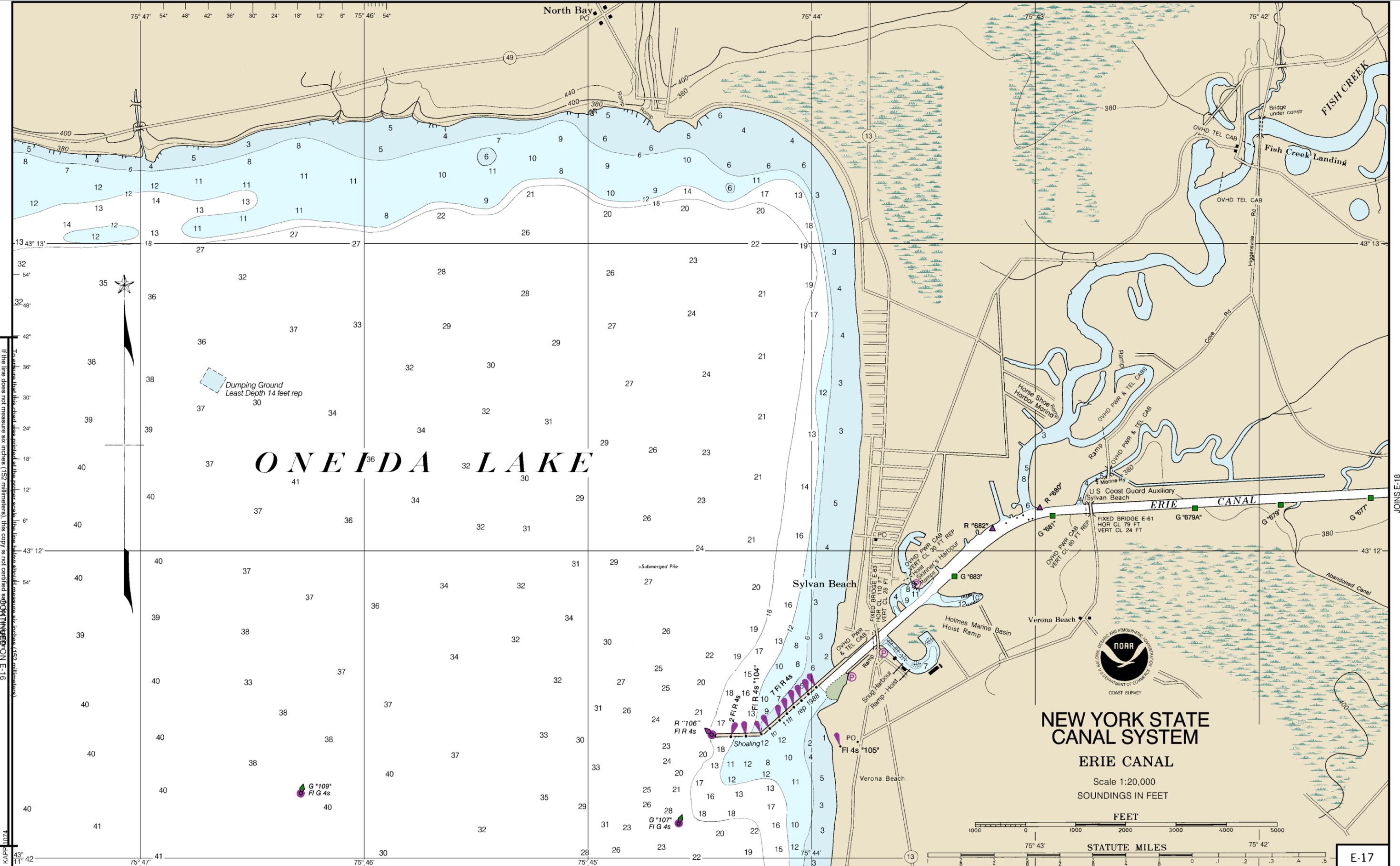
CONTINUED ON E-15

CONTINUED ON E-17

E-16

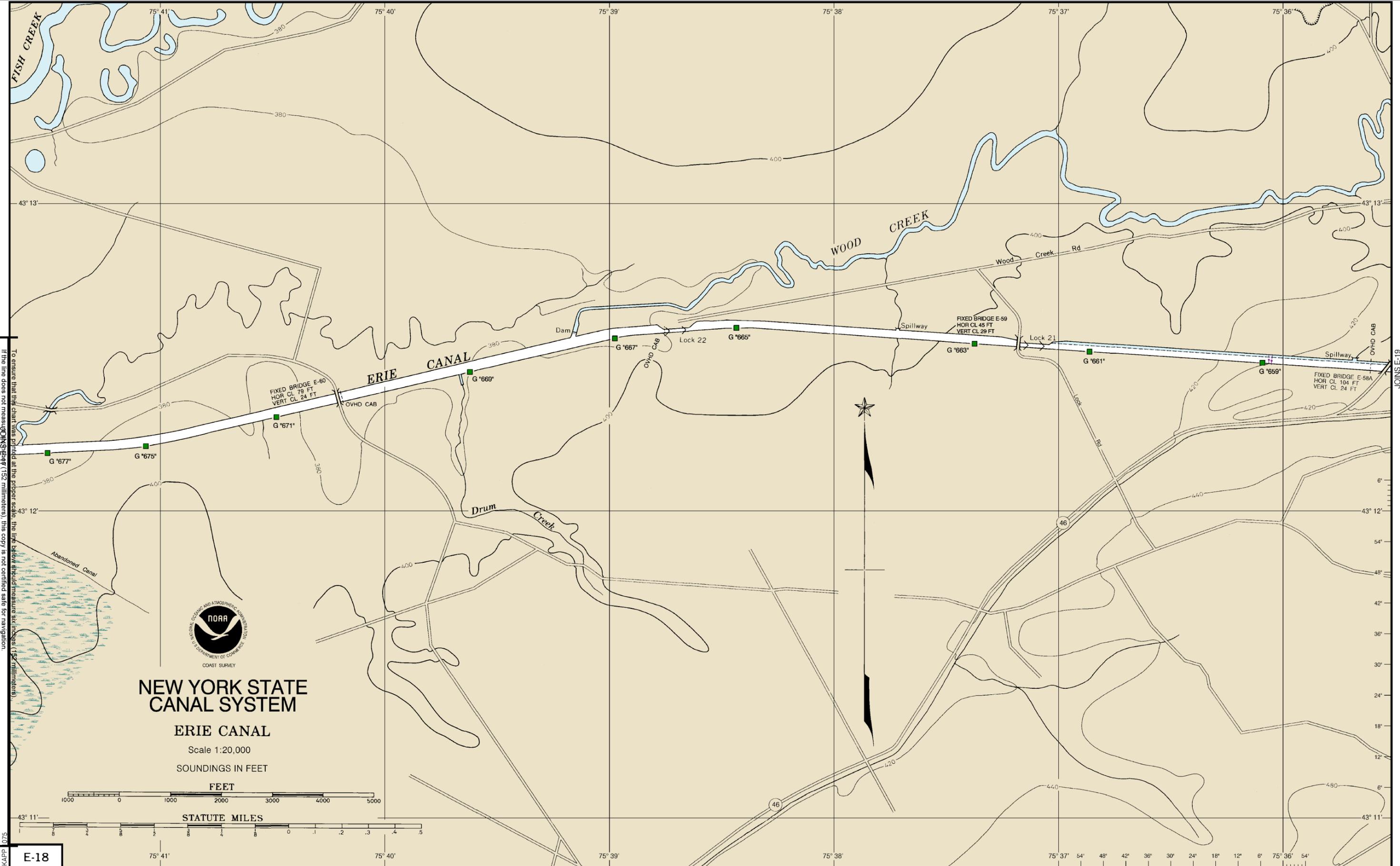
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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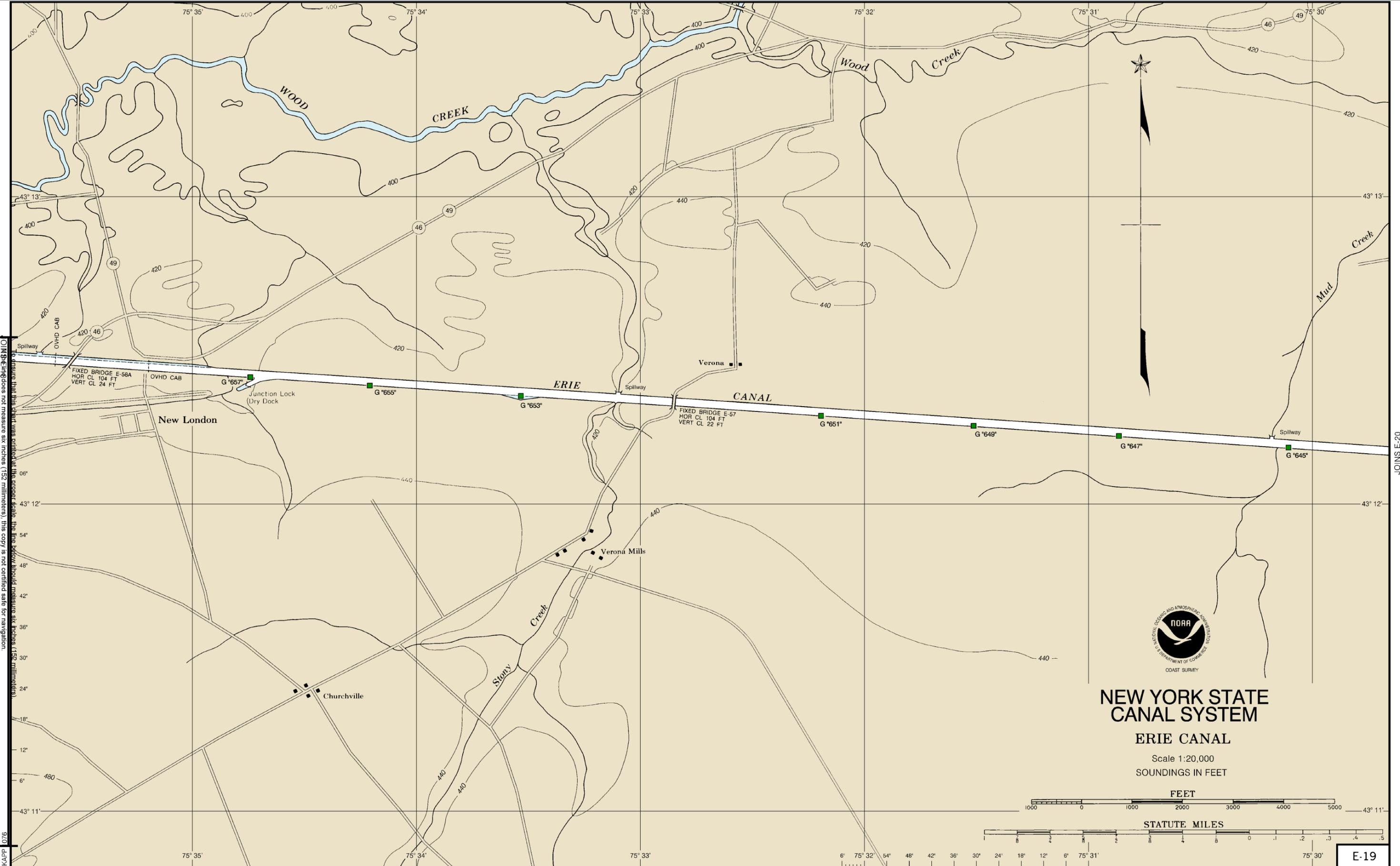
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
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To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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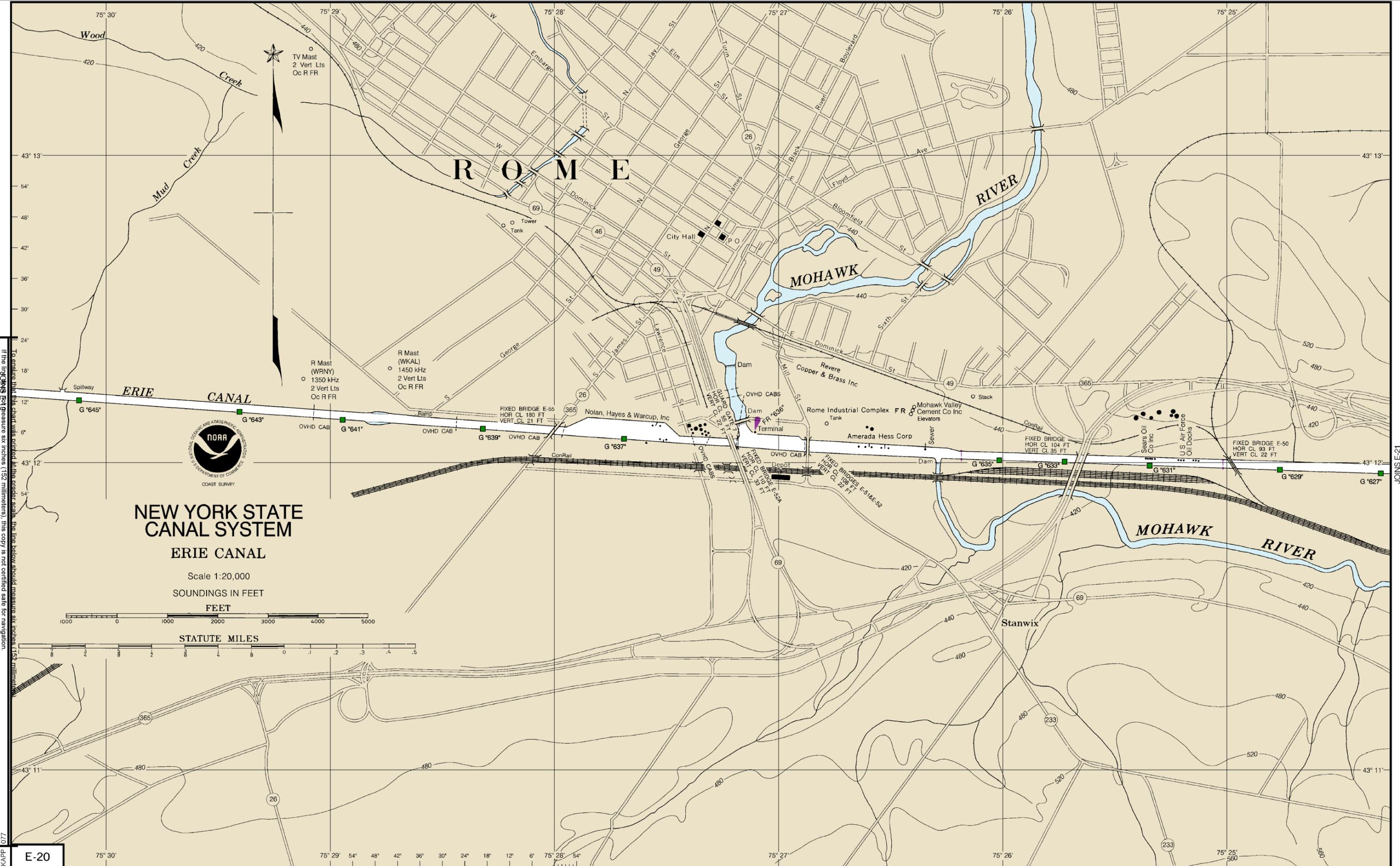


KAPP 1076

JOINS E-20

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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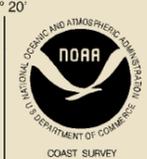


To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 6/29/2012. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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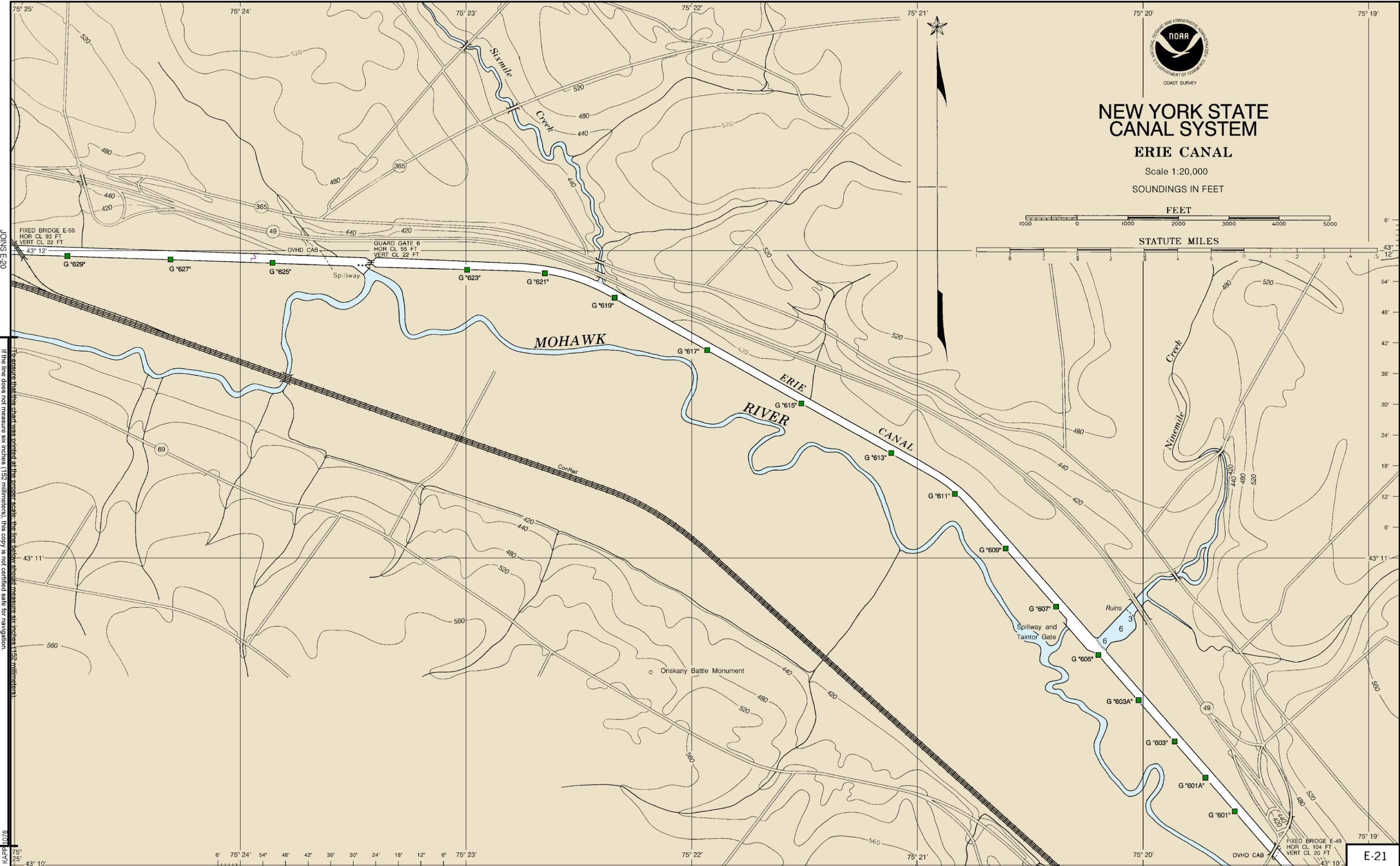


# NEW YORK STATE CANAL SYSTEM ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



STATUTE MILES



JOINS E-20  
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

75° 25' 75° 24' 75° 23' 75° 22' 75° 21' 75° 20' 75° 19'

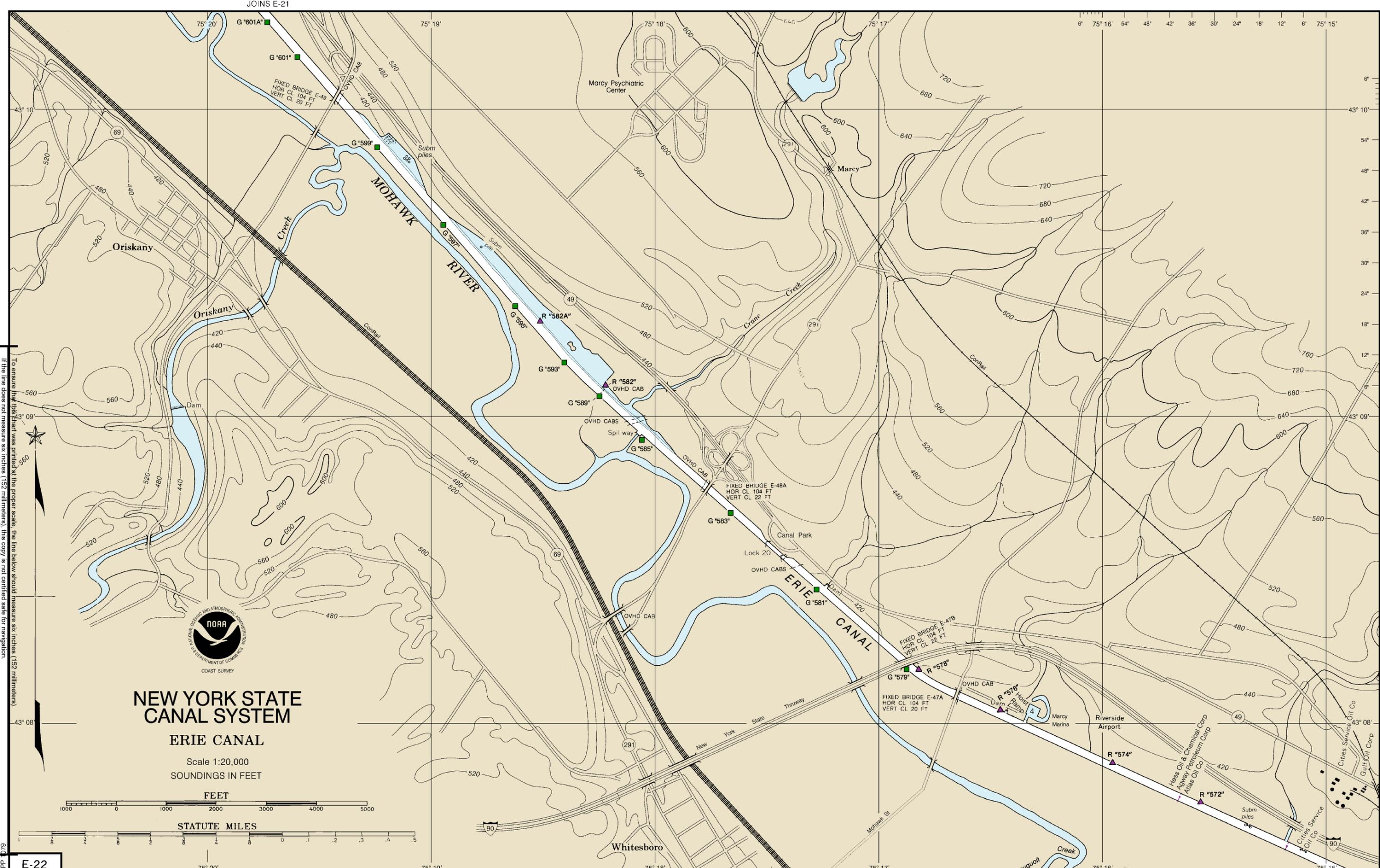
43° 12' 43° 11' 43° 10'

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

E-21

JOINS E-22

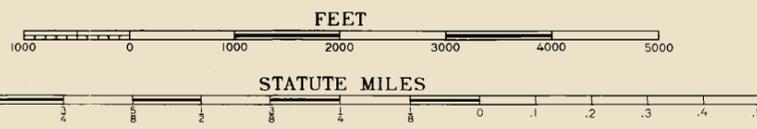
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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**NEW YORK STATE  
CANAL SYSTEM**

**ERIE CANAL**

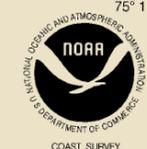
Scale 1:20,000  
SOUNDINGS IN FEET



E-22

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

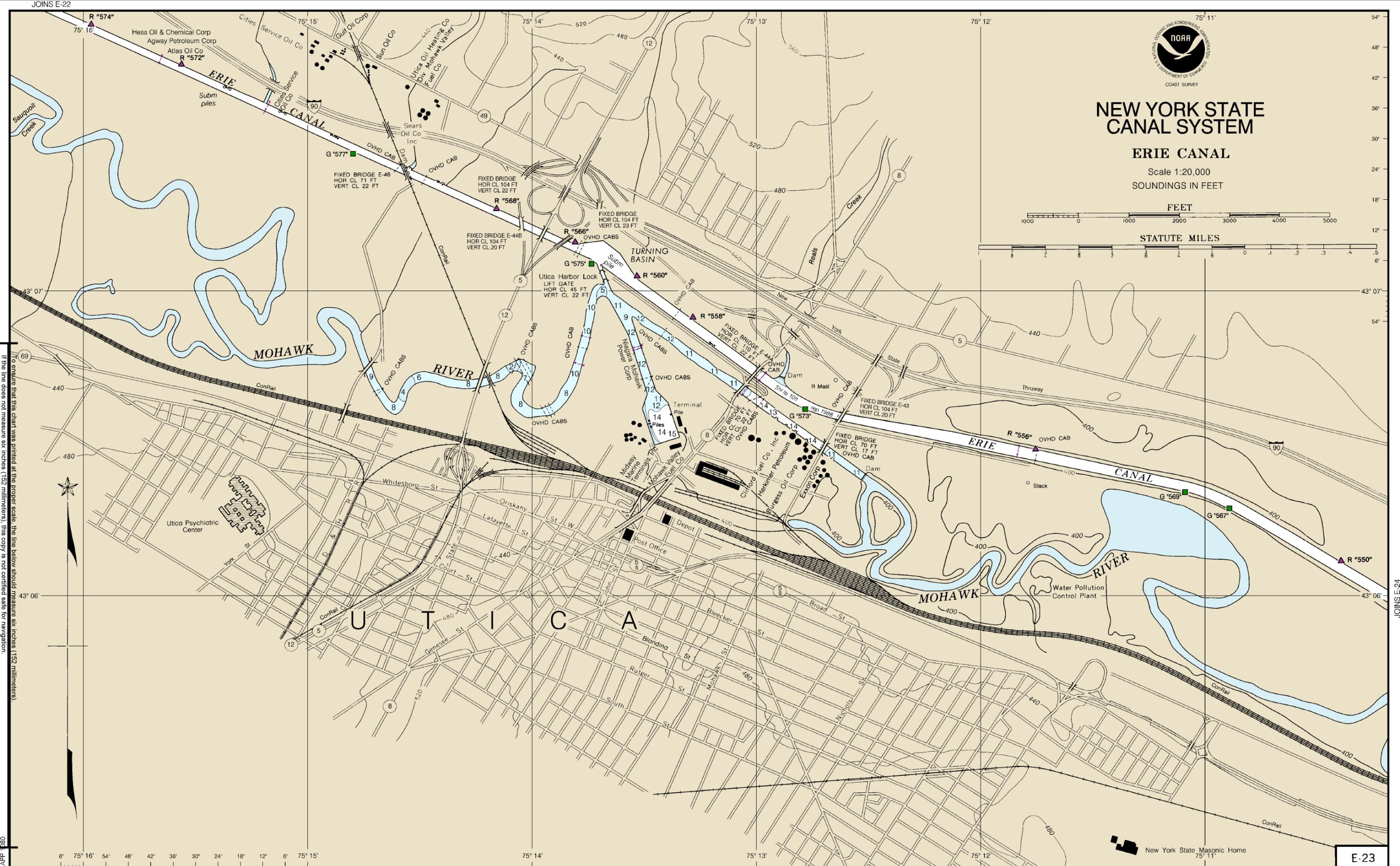
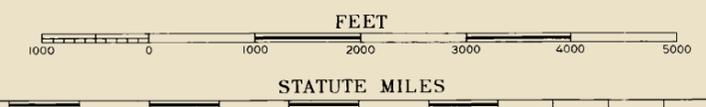
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# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET

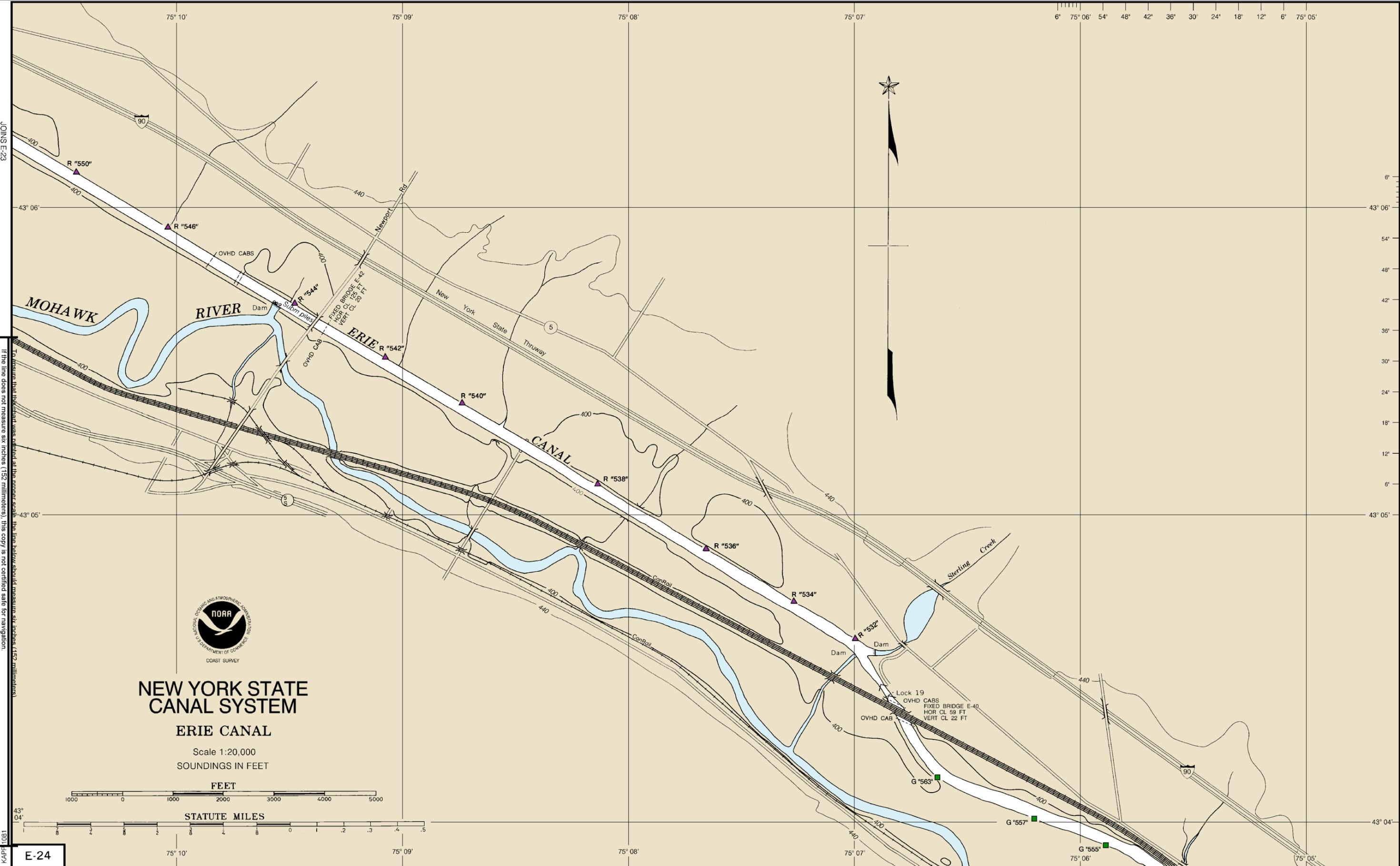


To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM

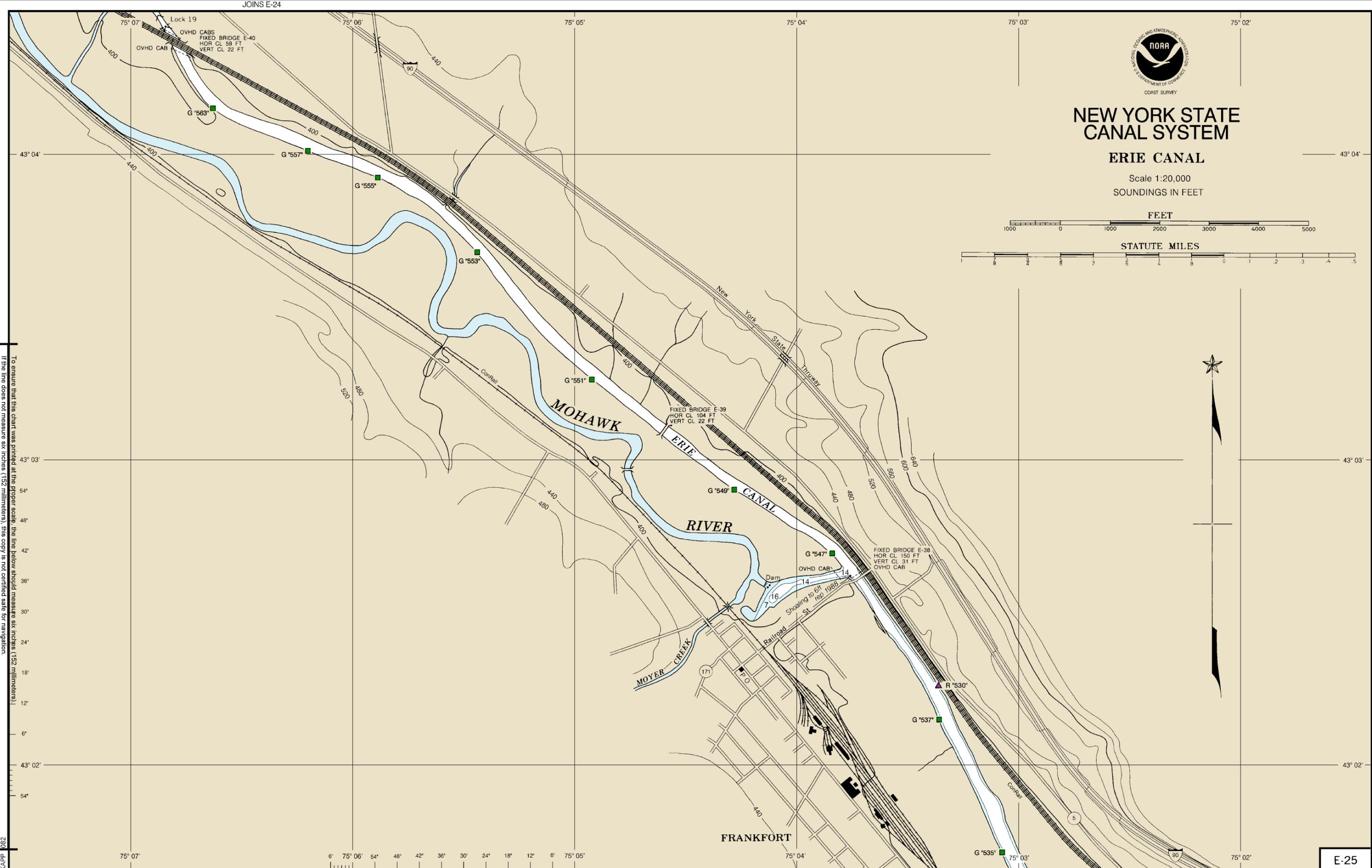
## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



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75° 07' 75° 06' 54' 48' 42' 36' 30' 24' 18' 12' 6' 75° 05' 75° 04' 75° 03' 75° 02'

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

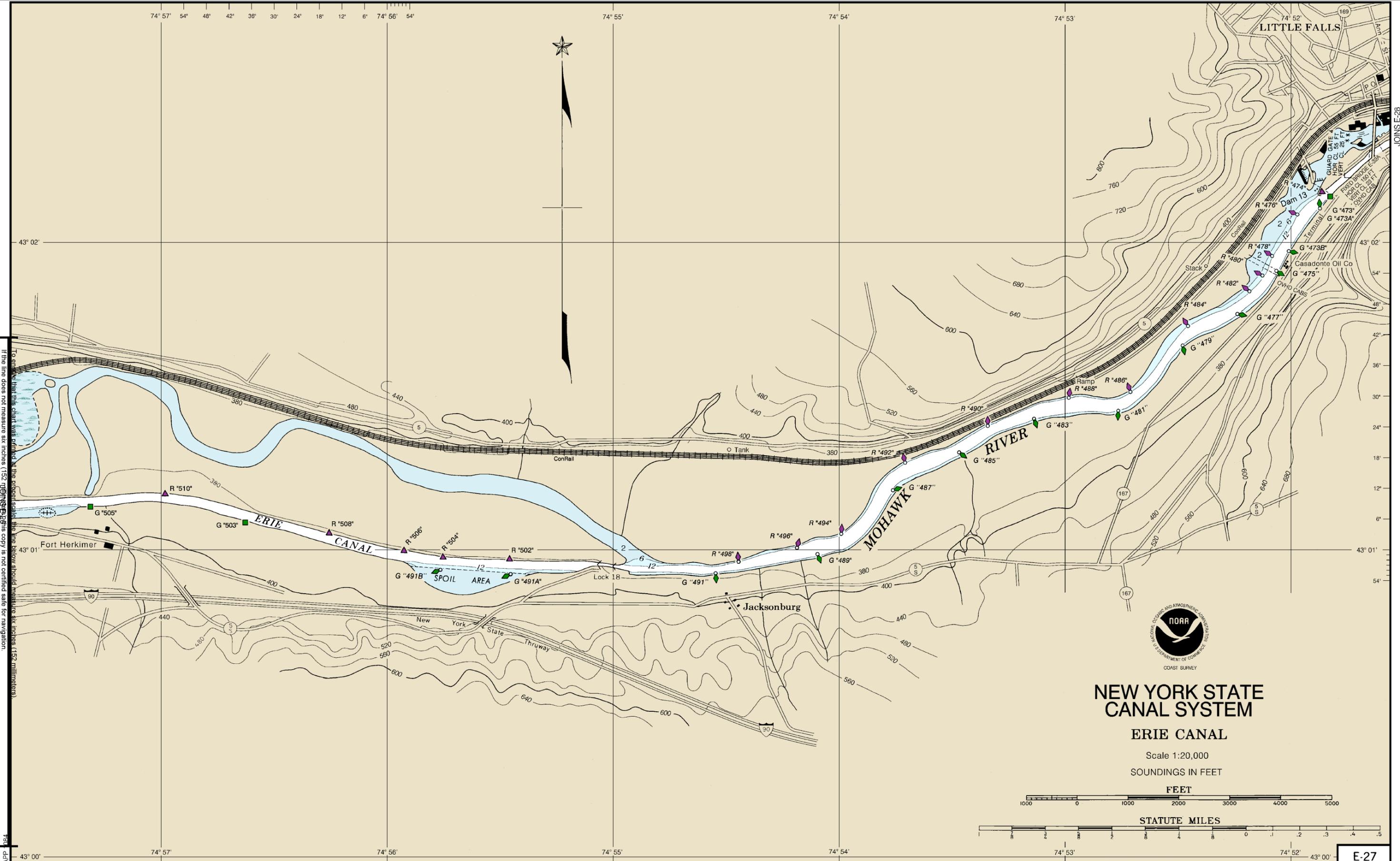
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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**NEW YORK STATE  
CANAL SYSTEM**

**ERIE CANAL**

Scale 1:20,000

SOUNDINGS IN FEET

**FEET**



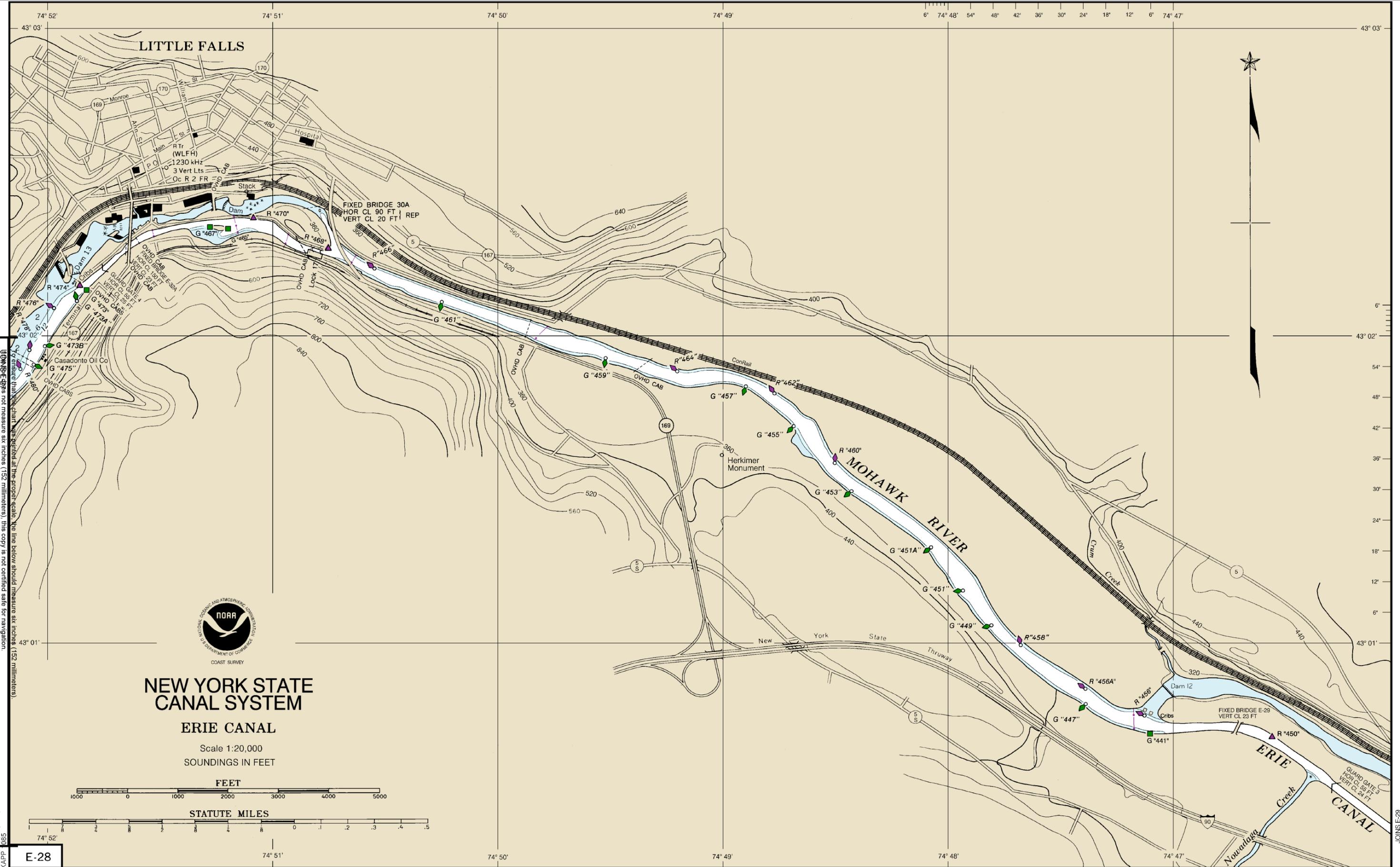
**STATUTE MILES**



**E-27**

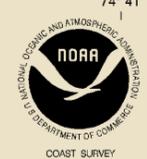
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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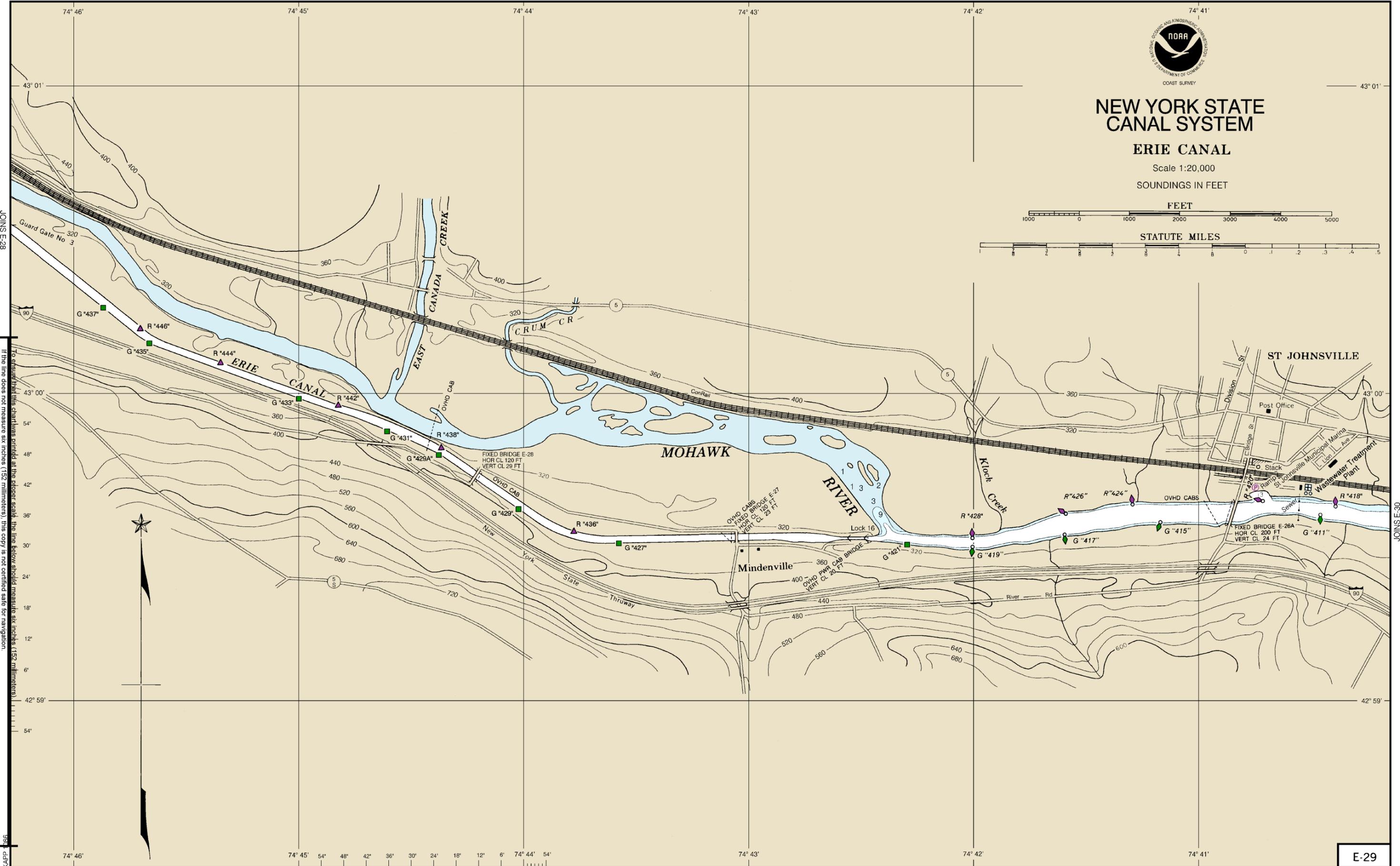


# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET

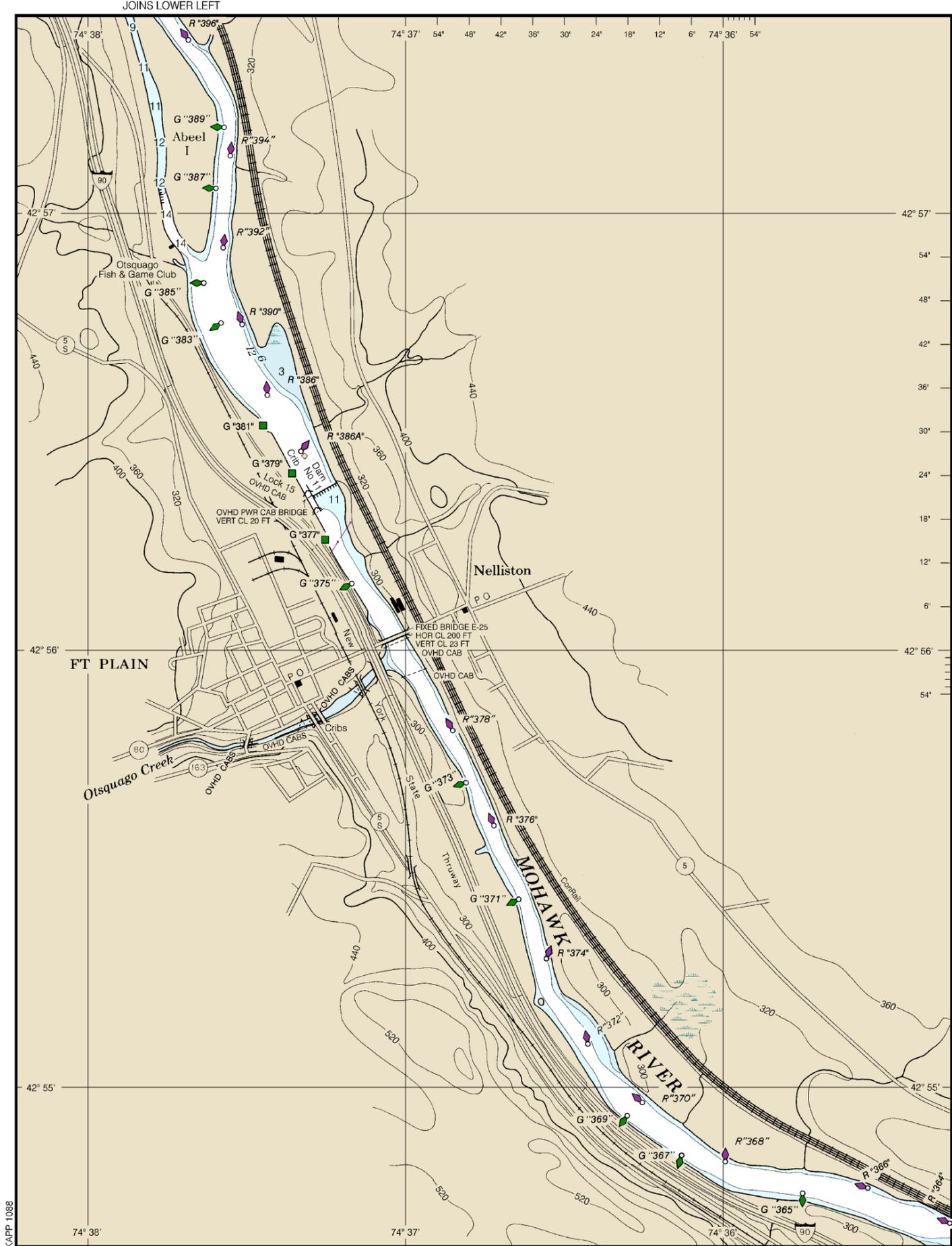
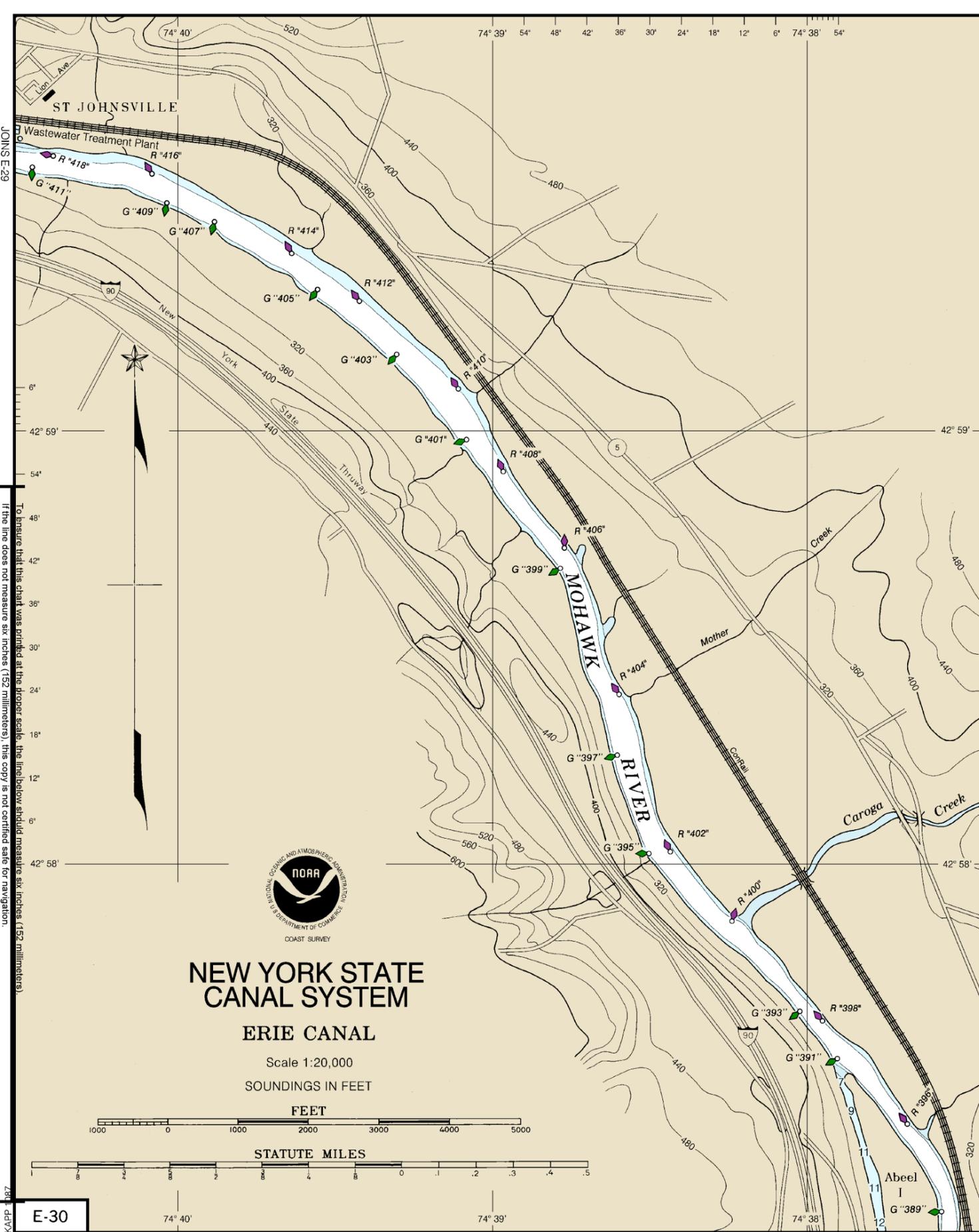


JOINS E-28  
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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JOINS E-30

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

KAPP 1088

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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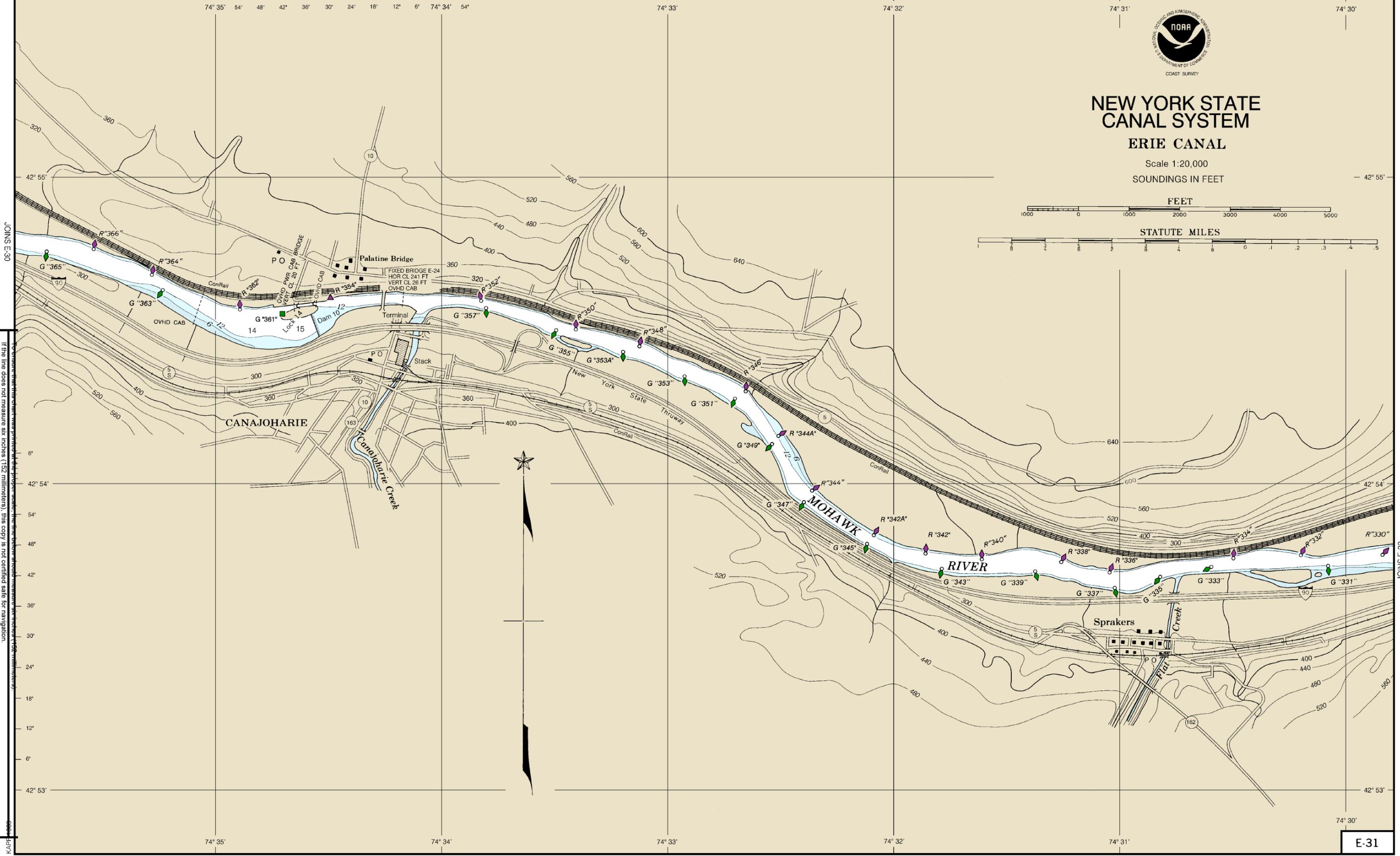


# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



JOINS E-30  
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).  
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JOINS E-32

E-31

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 6/25/2015. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM

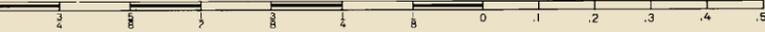
## ERIE CANAL

Scale 1:20,000

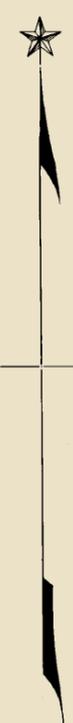
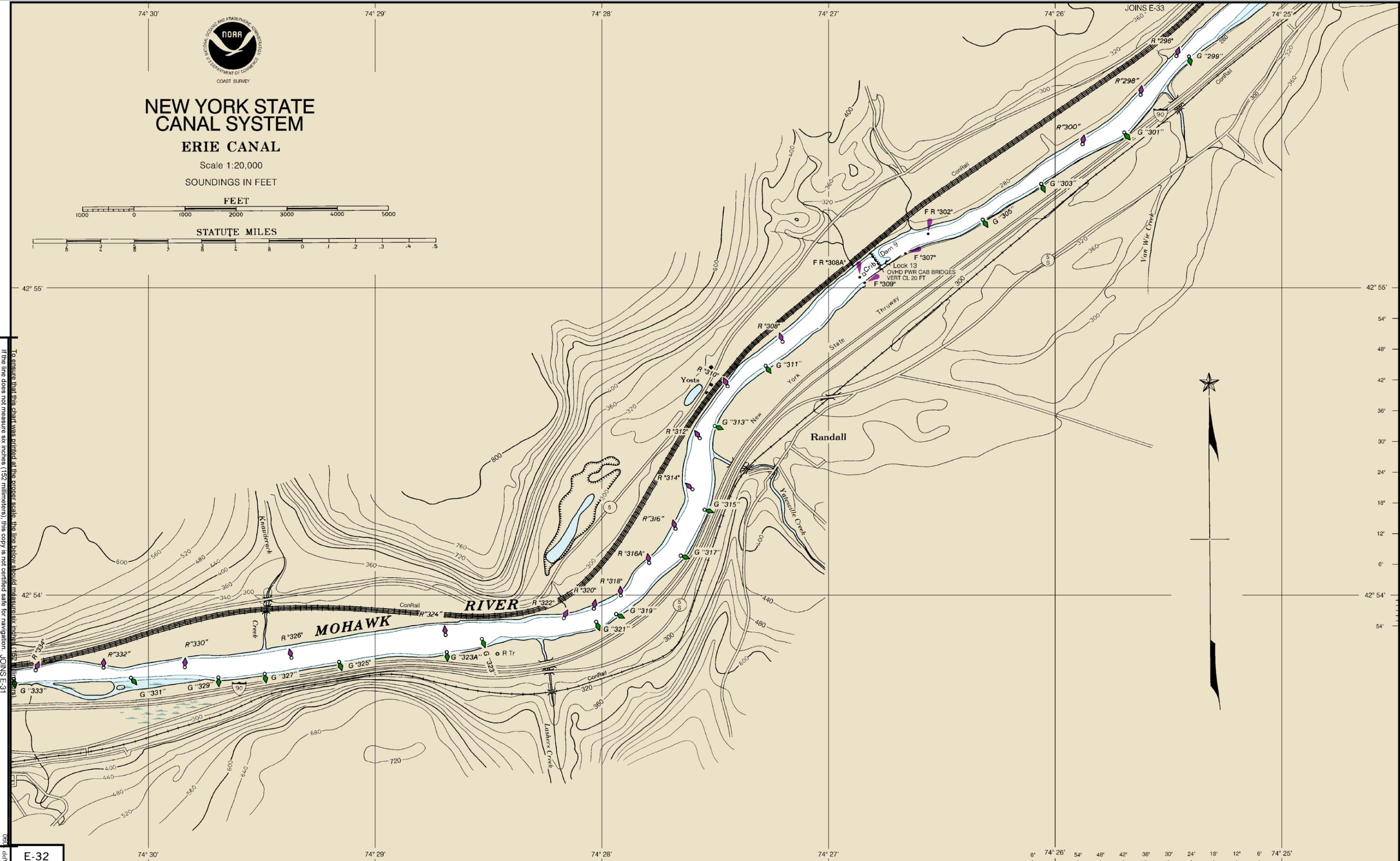
SOUNDINGS IN FEET



STATUTE MILES



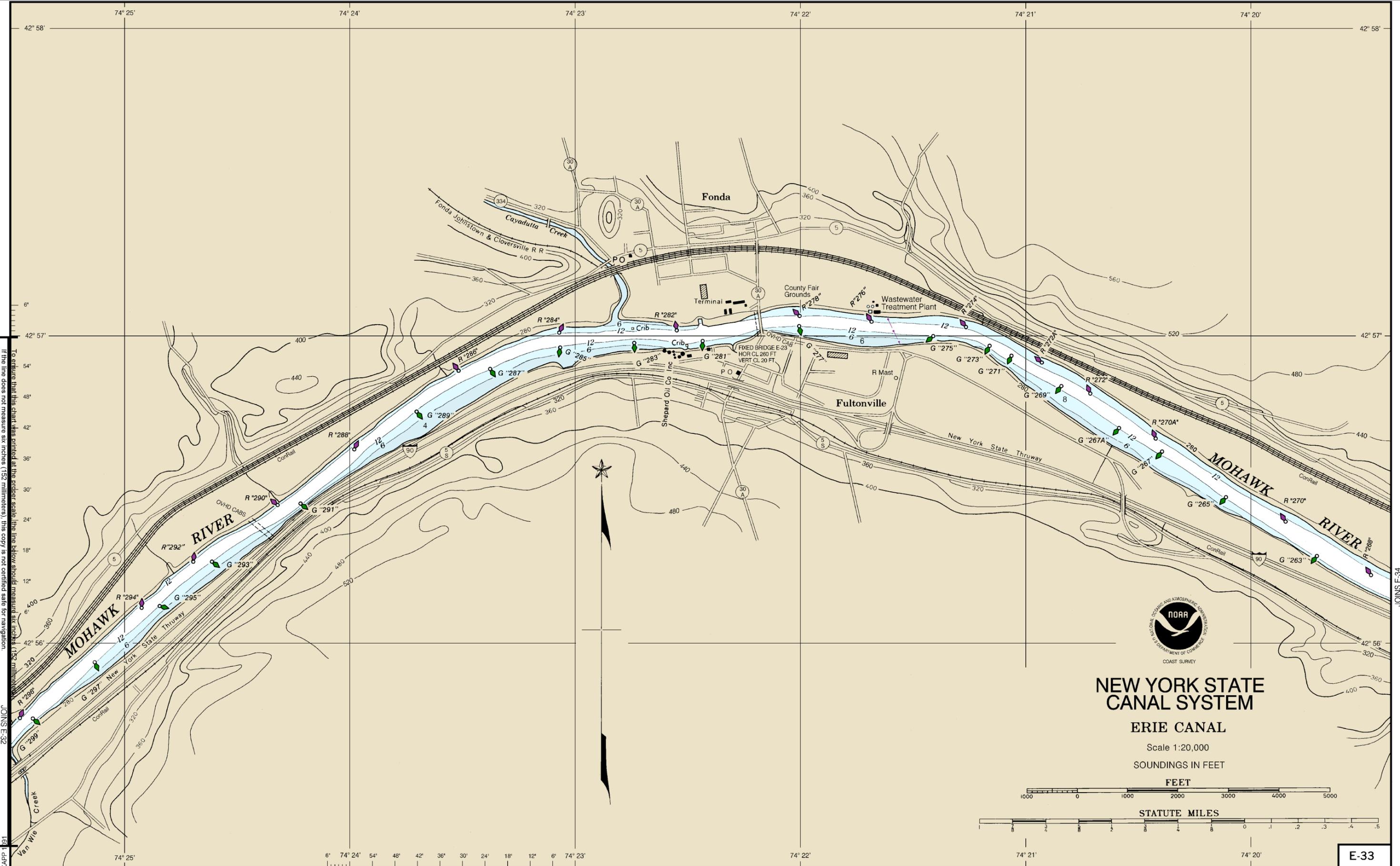
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation. JOINS E-31



E-32

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. DEPARTMENT OF COMMERCE  
 COAST SURVEY  
**NEW YORK STATE  
 CANAL SYSTEM**  
**ERIE CANAL**  
 Scale 1:20,000  
 SOUNDINGS IN FEET  
**FEET**  
 STATUTE MILES

E-33

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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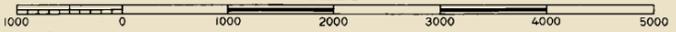
# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

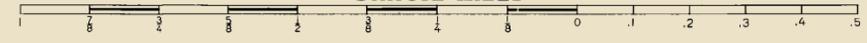
Scale 1:20,000

SOUNDINGS IN FEET

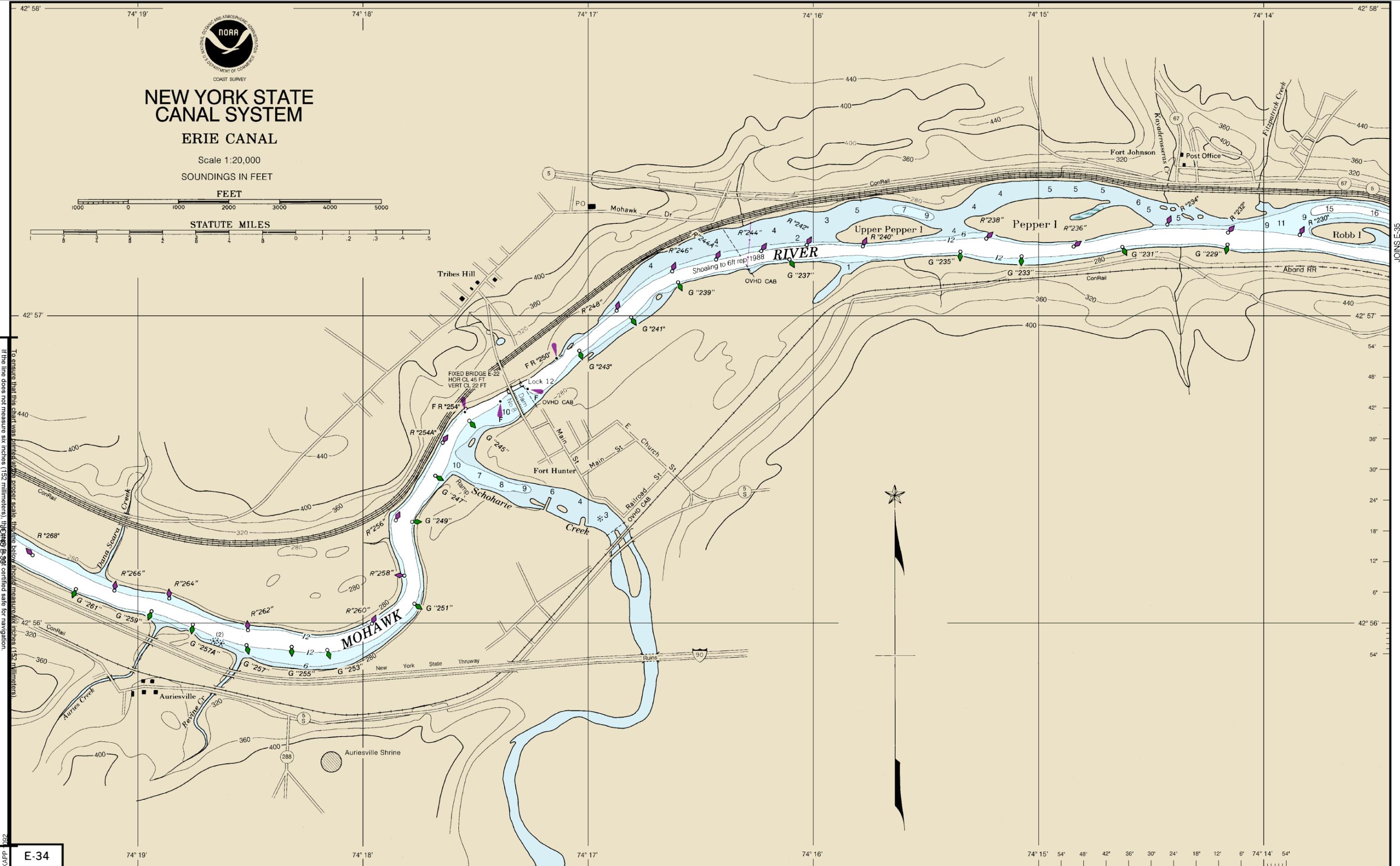
FEET



STATUTE MILES



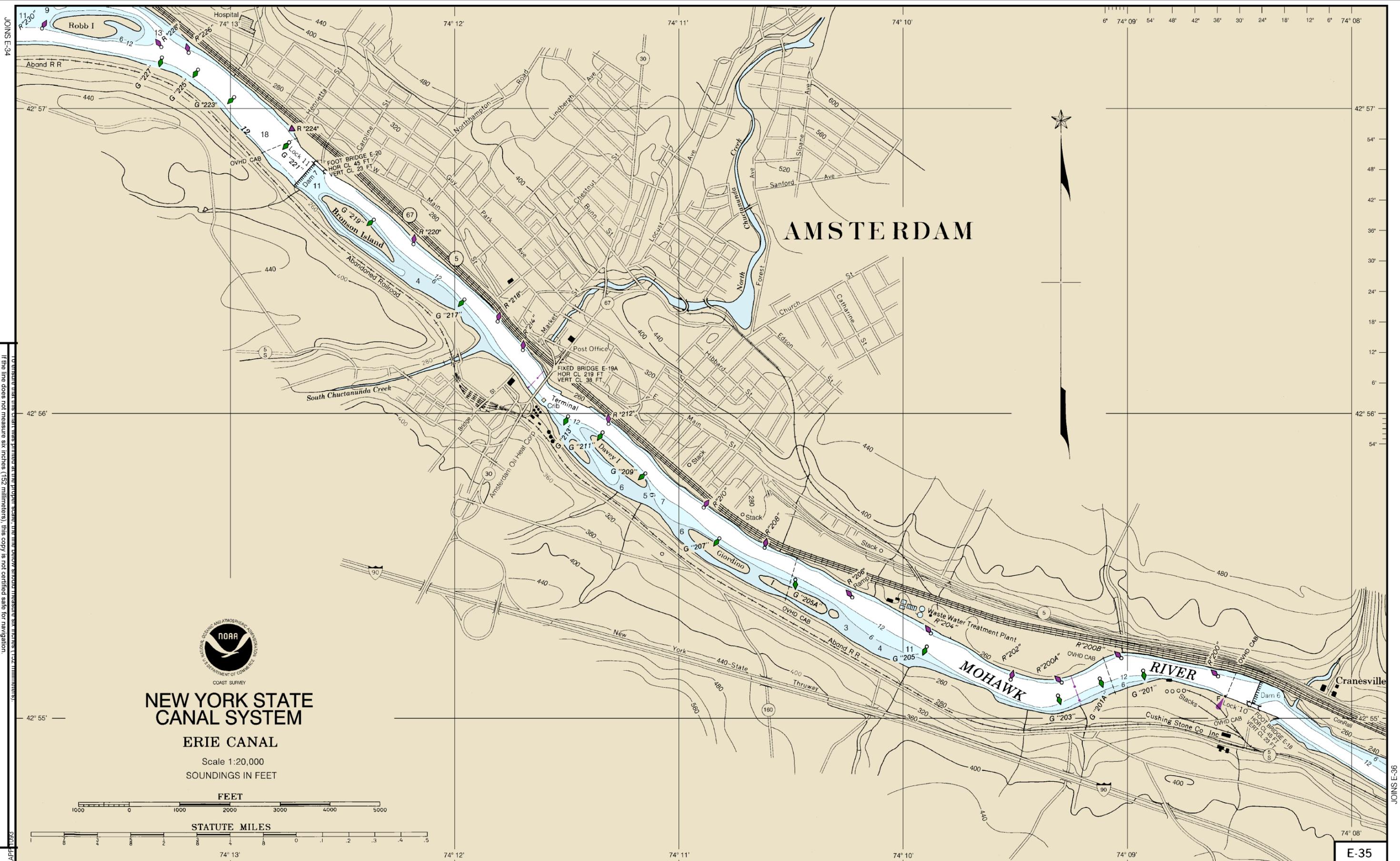
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.



E-34

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

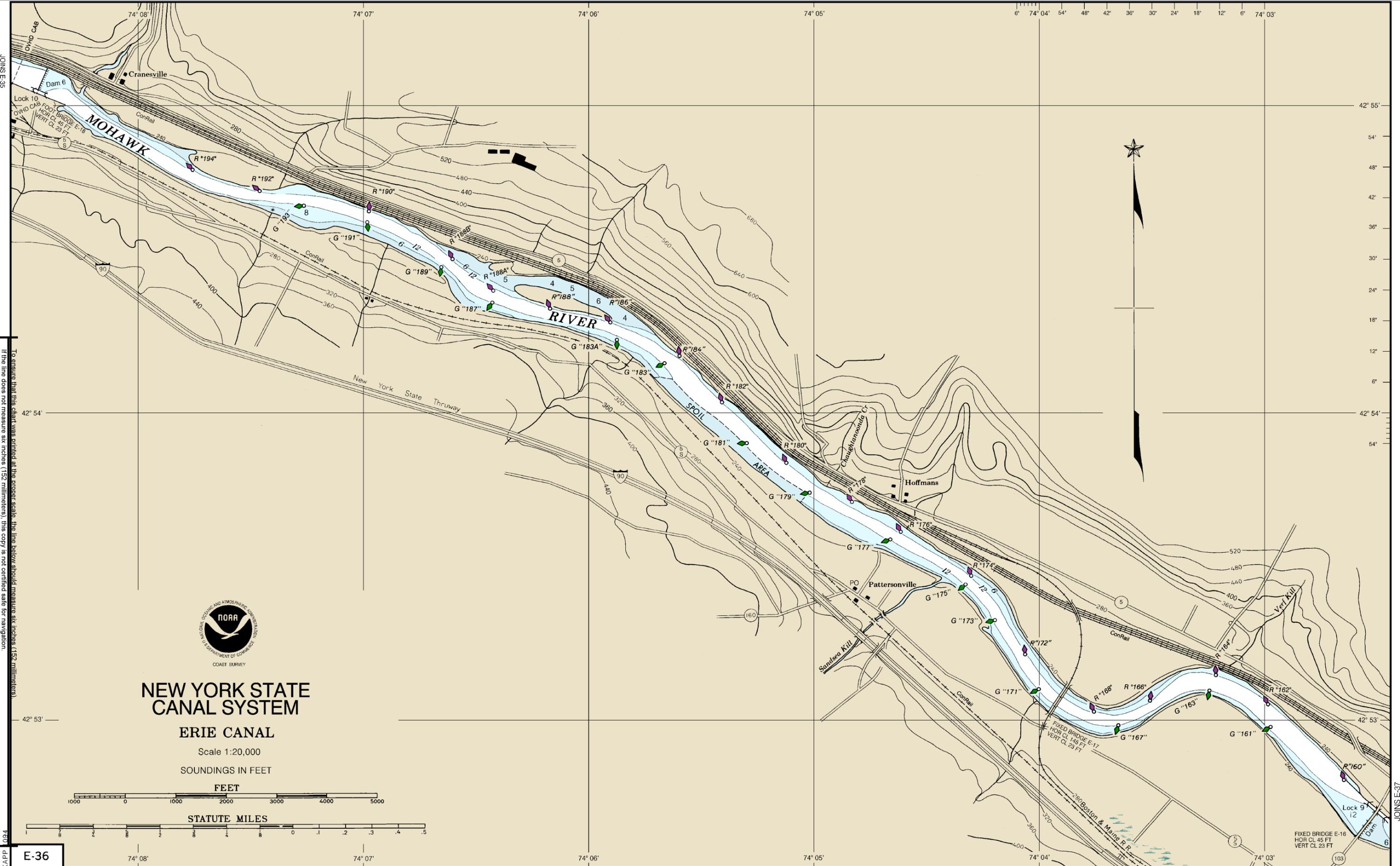


To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

KAPF 1085

JOINS E-36

E-35



**NEW YORK STATE  
CANAL SYSTEM**

**ERIE CANAL**

Scale 1:20,000

SOUNDINGS IN FEET

FEET



STATUTE MILES

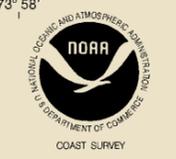
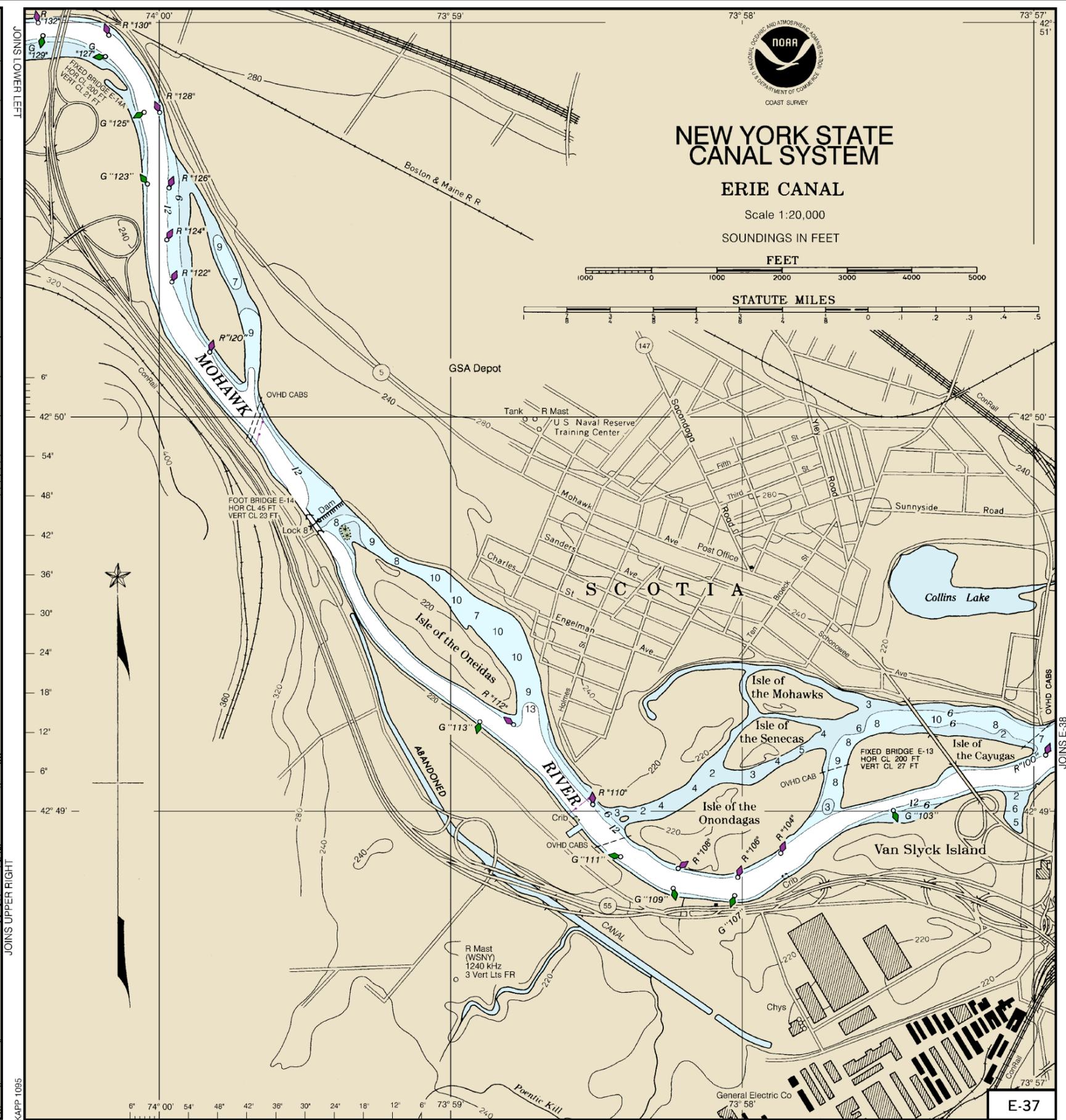
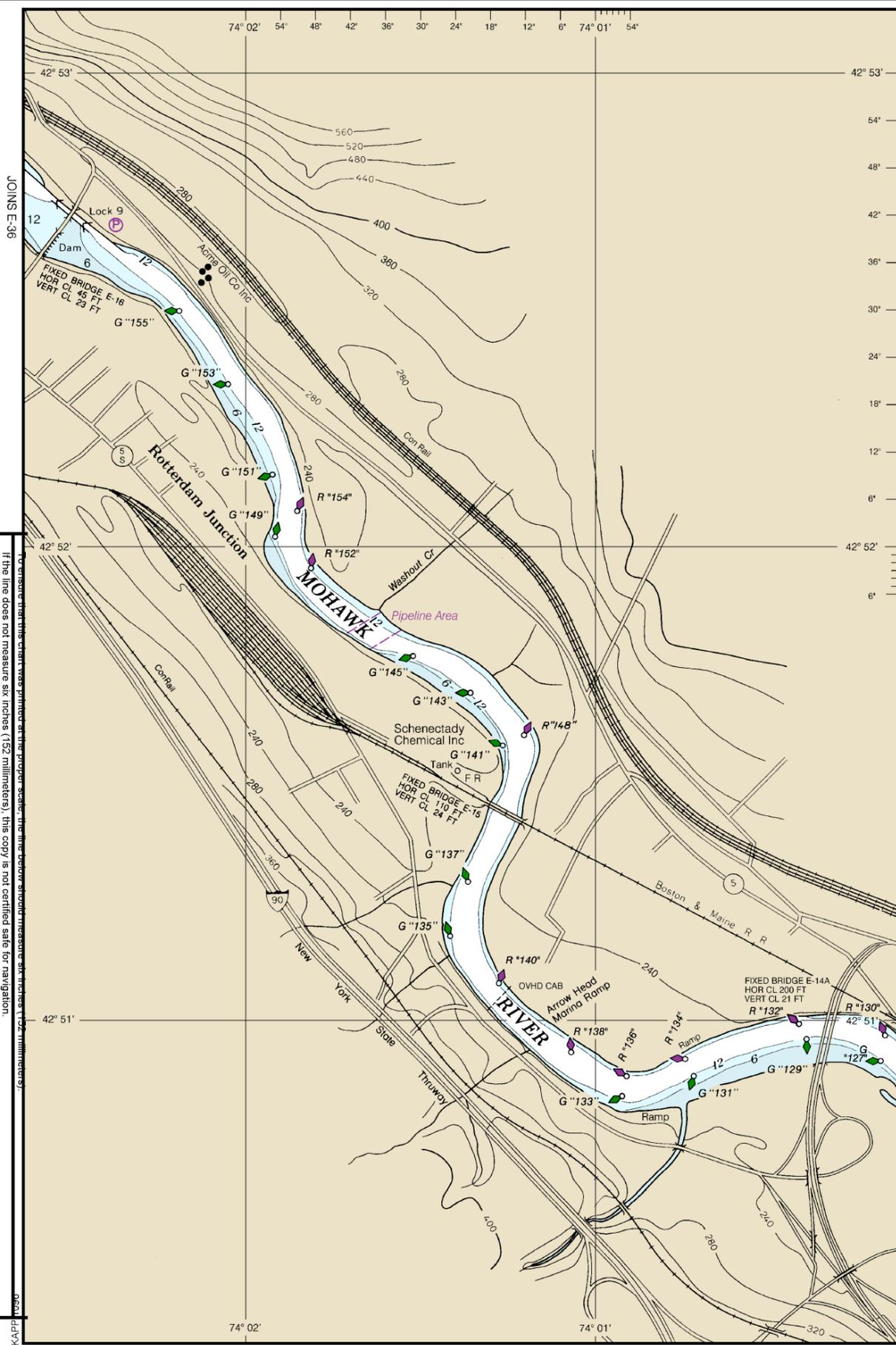


E-36

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000

SOUNDINGS IN FEET



JOINS E-36

JOINS LOWER LEFT

JOINS UPPER RIGHT

JOINS E-38

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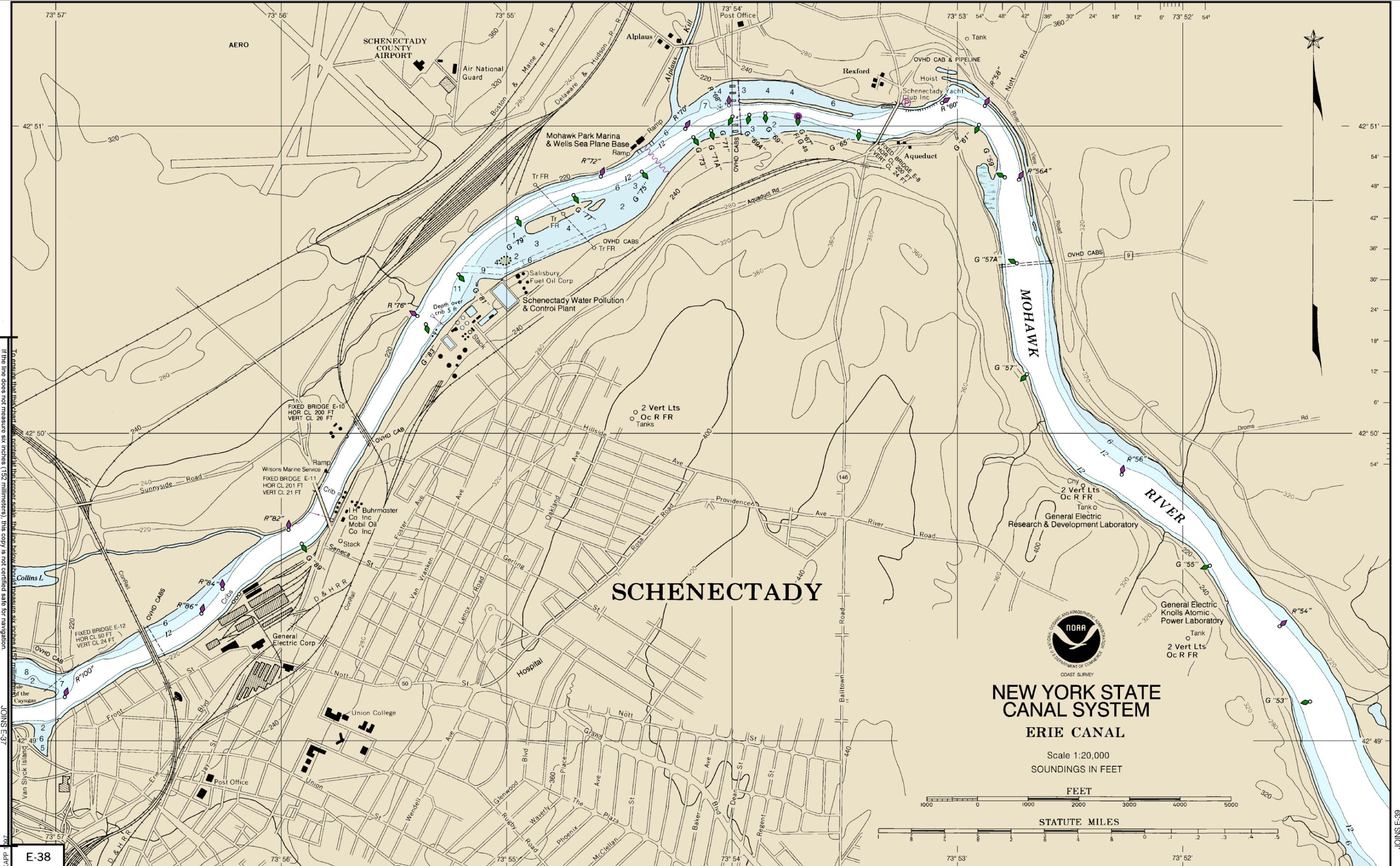
KAPP 1095

E-37

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

Last Correction: 11/6/2013. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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E-38

**NEW YORK STATE  
CANAL SYSTEM  
ERIE CANAL**

Scale 1:20,000  
SOUNDINGS IN FEET



14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
**Last Correction: 10/31/2008. Cleared through:**  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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KAPP 107  
JOINS E-37

JOINS E-39

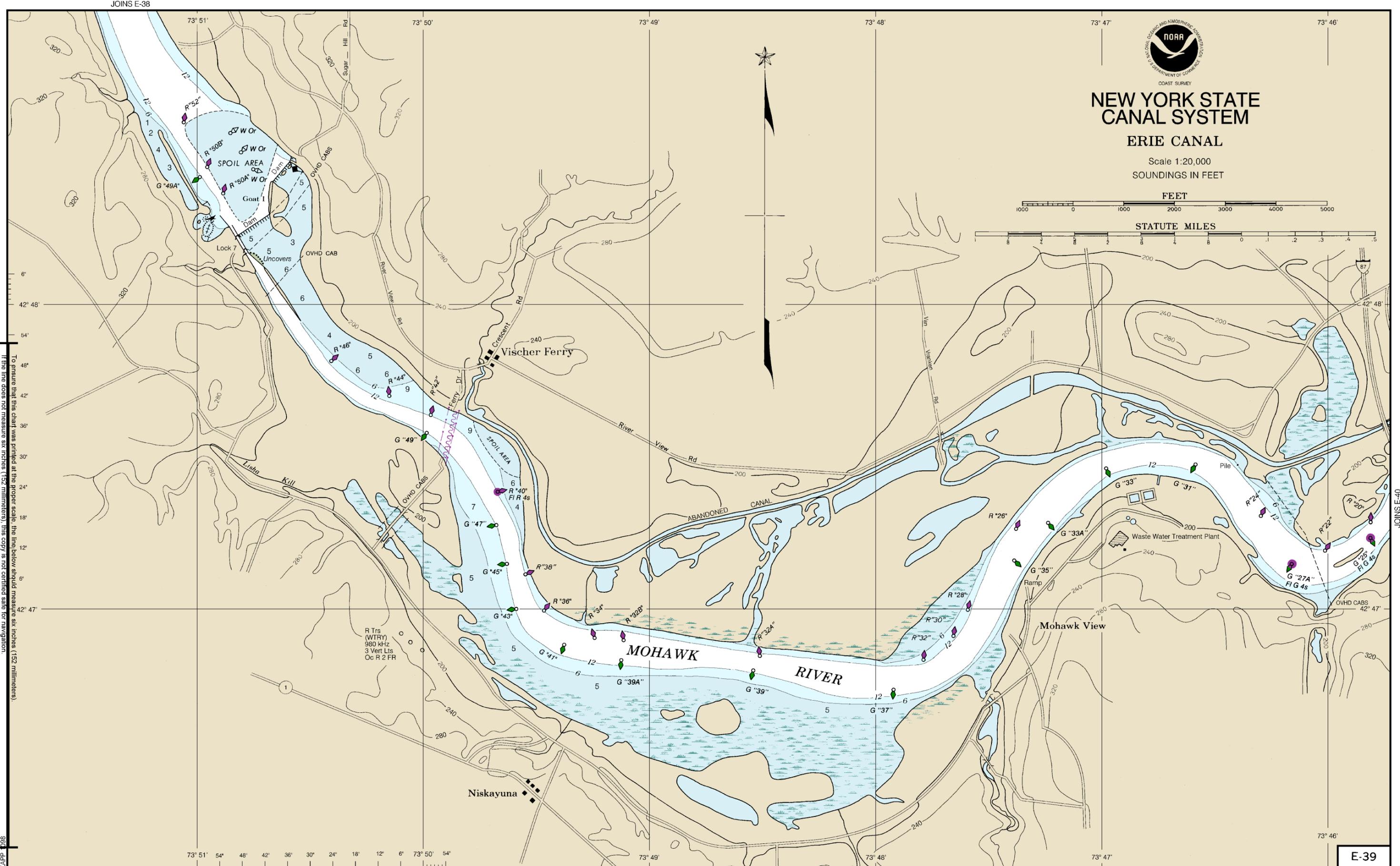
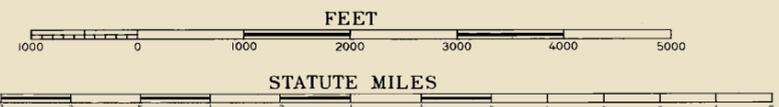
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# NEW YORK STATE CANAL SYSTEM

## ERIE CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



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JOINS E-40

73° 51' 54' 48' 42' 36' 30' 24' 18' 12' 6' 73° 50' 54' 73° 49' 73° 48' 73° 47' 73° 46'

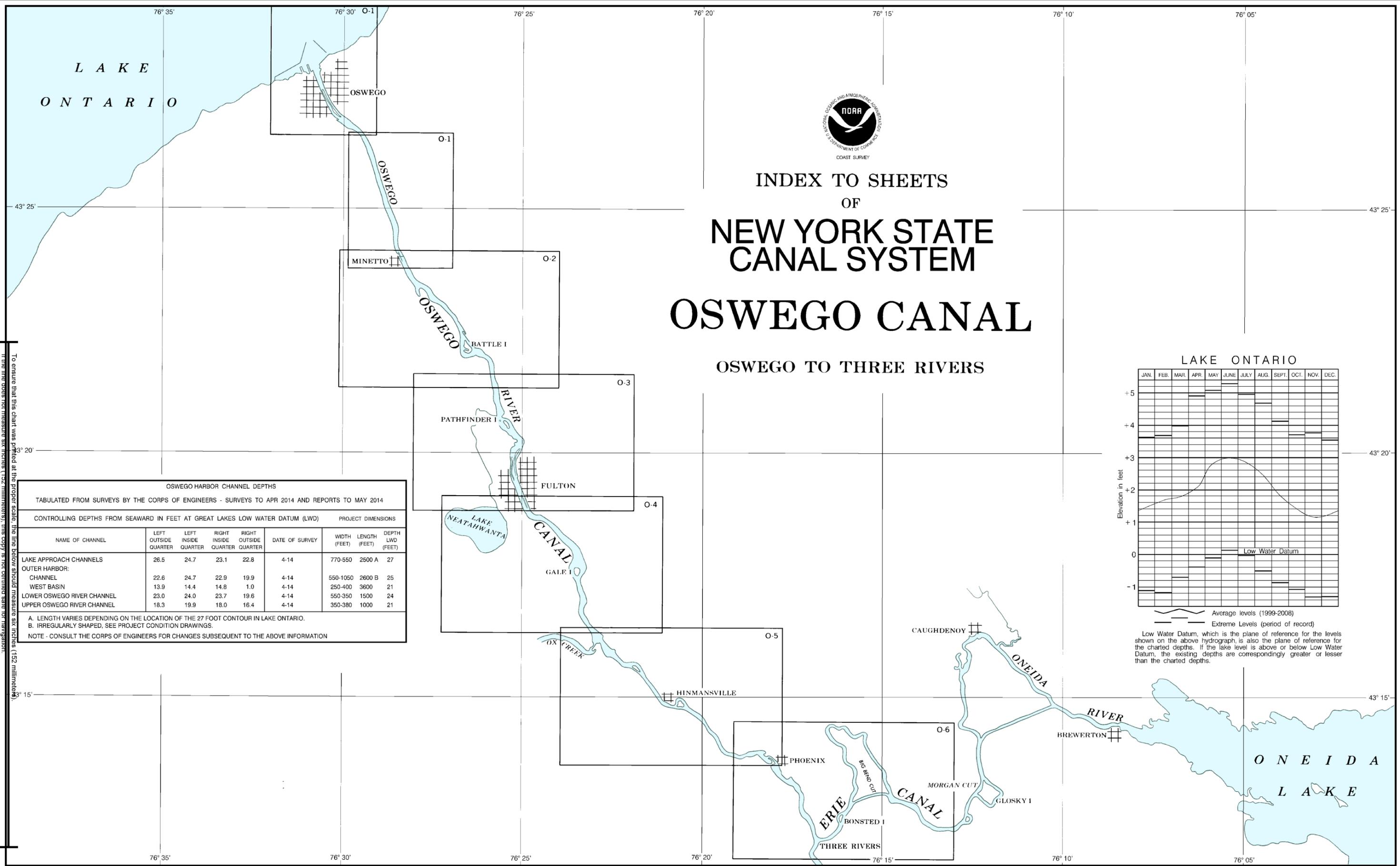
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
Last Correction: 10/31/2008. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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INDEX TO SHEETS  
OF  
**NEW YORK STATE  
CANAL SYSTEM**  
**OSWEGO CANAL**  
OSWEGO TO THREE RIVERS

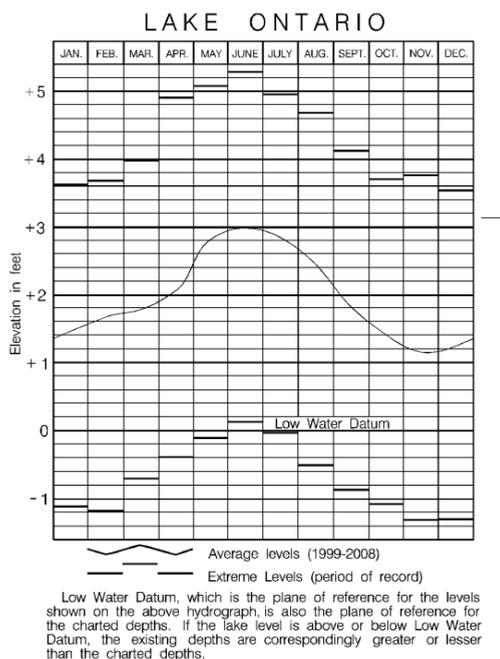


**OSWEGO HARBOR CHANNEL DEPTHS**

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2014 AND REPORTS TO MAY 2014

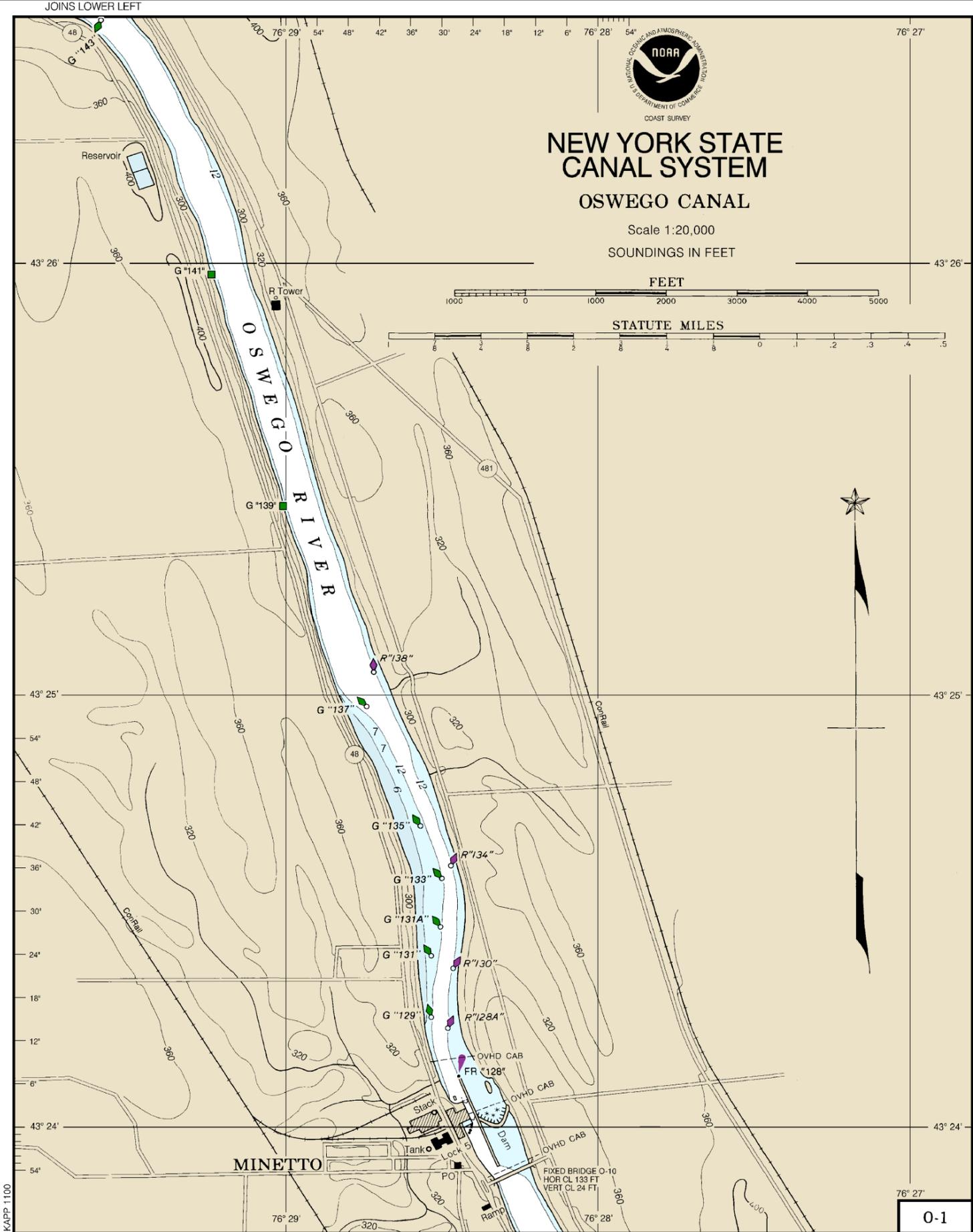
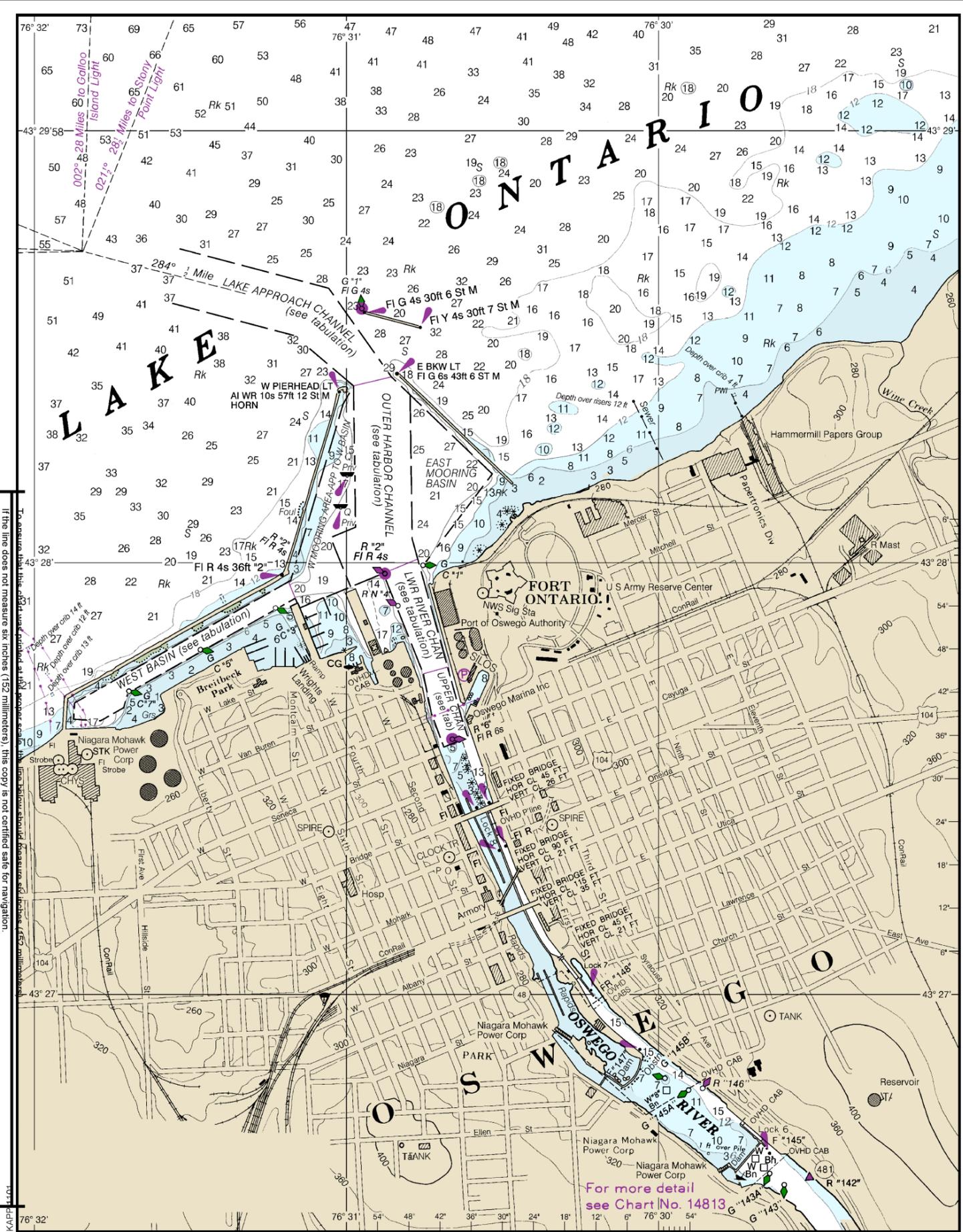
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
LAKE APPROACH CHANNELS	26.5	24.7	23.1	22.8	4-14	770-550	2500 A	27
OUTER HARBOR CHANNEL	22.6	24.7	22.9	19.9	4-14	550-1050	2600 B	25
WEST BASIN	13.9	14.4	14.8	1.0	4-14	250-400	3600	21
LOWER OSWEGO RIVER CHANNEL	23.0	24.0	23.7	19.6	4-14	550-350	1500	24
UPPER OSWEGO RIVER CHANNEL	18.3	19.9	18.0	16.4	4-14	350-380	1000	21

A. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 27 FOOT CONTOUR IN LAKE ONTARIO.  
B. IRREGULARLY SHAPED, SEE PROJECT CONDITION DRAWINGS.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



14786 14th Ed., Oct. /08  
Last Correction: 10/13/2015. Cleared through:  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

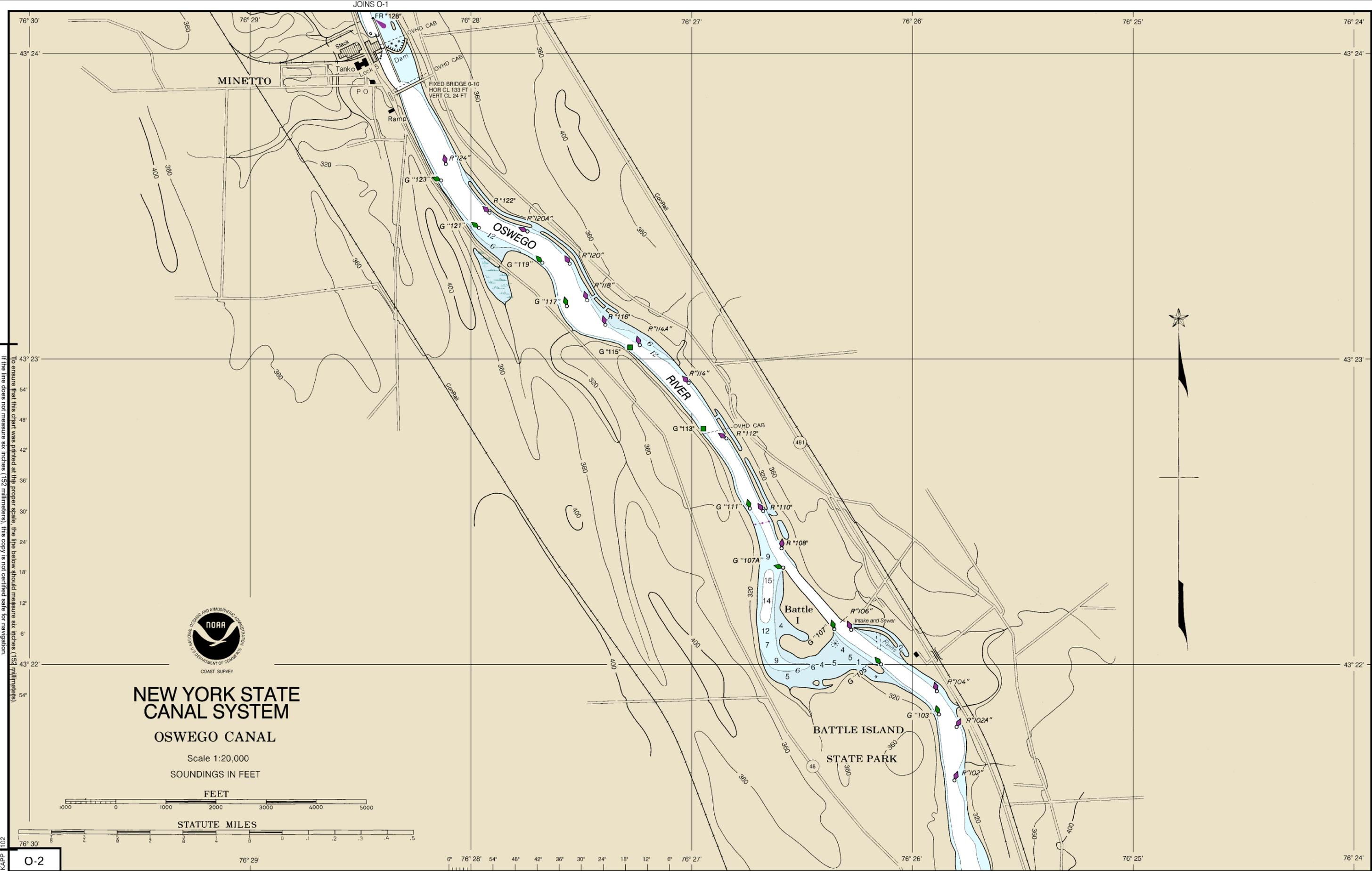
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14786 14th Ed., Oct. /08 t. 14/08  
 Last Correction: 6/26/2015. Cleared through:  
 LNM: 3715 (9/15/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

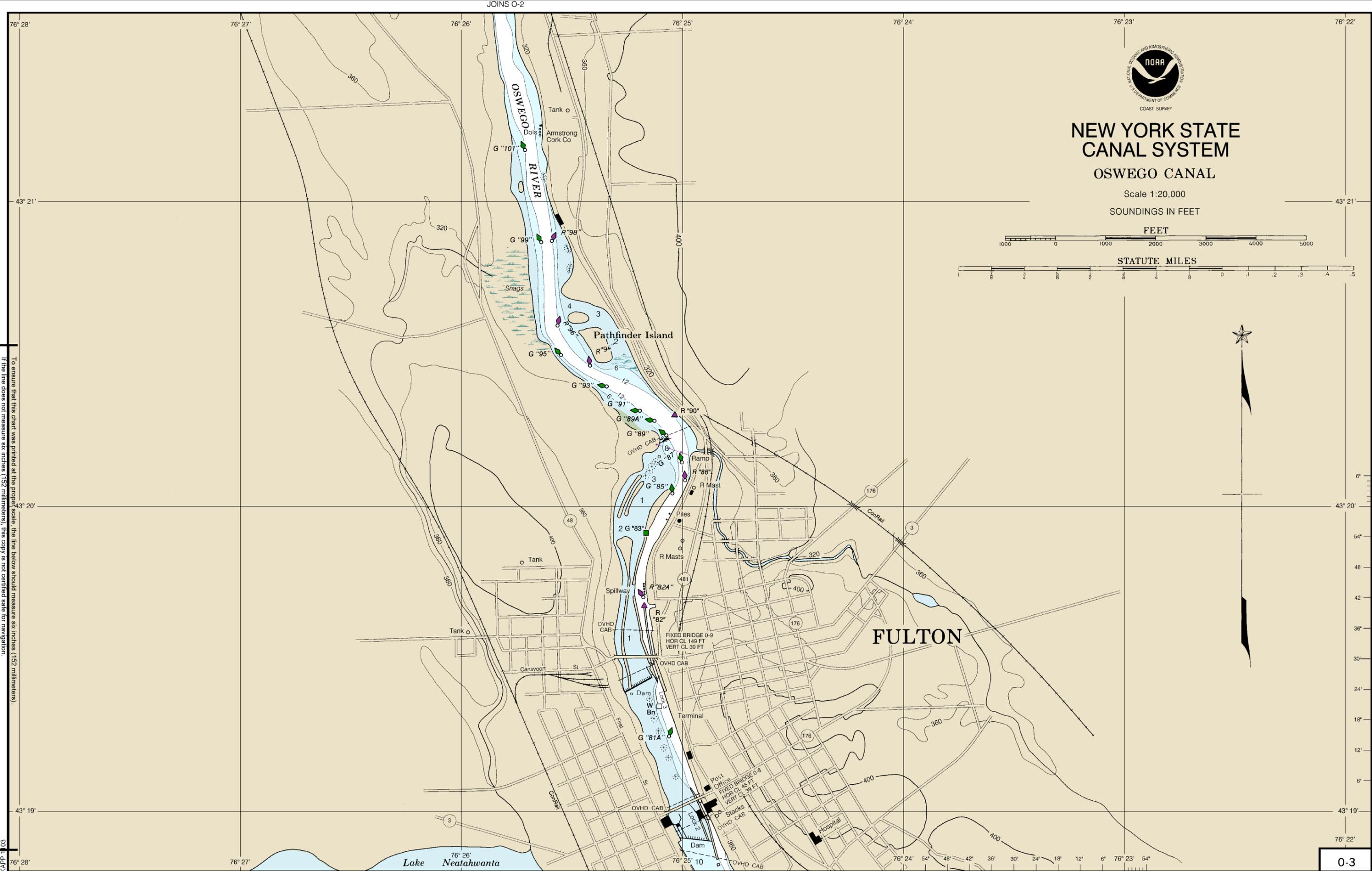
NOAA  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. DEPARTMENT OF COMMERCE  
 COAST SURVEY  
**NEW YORK STATE CANAL SYSTEM**  
**OSWEGO CANAL**  
 Scale 1:20,000  
 SOUNDINGS IN FEET  
 FEET  
 STATUTE MILES  
 KAPP 1100  
 JOINS LOWER LEFT  
 JOINS UPPER RIGHT  
 JOINS O-2  
 0-1

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 Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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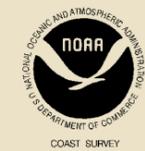
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

JOINS O-4

**Last Correction: 10/31/2008. Cleared through:**  
**LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)**

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# NEW YORK STATE CANAL SYSTEM OSWEGO CANAL

Scale 1:20,000  
SOUNDINGS IN FEET



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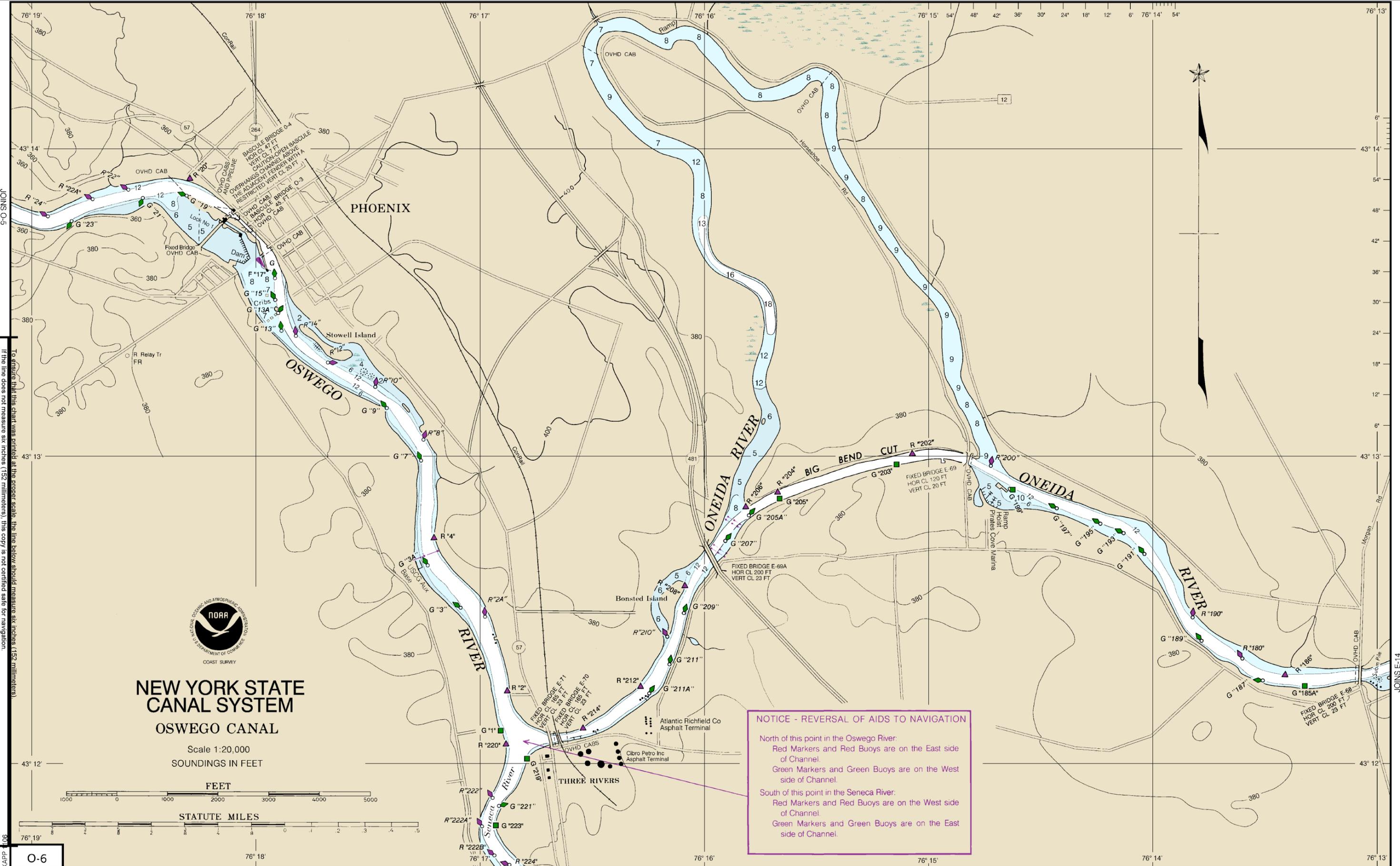
14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08

**Last Correction: 5/16/2011. Cleared through:**  
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

JOINS O-6

0-5

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**NEW YORK STATE  
CANAL SYSTEM**

**OSWEGO CANAL**

Scale 1:20,000

SOUNDINGS IN FEET

FEET

STATUTE MILES

**NOTICE - REVERSAL OF AIDS TO NAVIGATION**

North of this point in the Oswego River:  
 Red Markers and Red Buoys are on the East side of Channel.  
 Green Markers and Green Buoys are on the West side of Channel.

South of this point in the Seneca River:  
 Red Markers and Red Buoys are on the West side of Channel.  
 Green Markers and Green Buoys are on the East side of Channel.

14786 14th Ed., Oct. /08; Corrected through NM Oct. 25/08, LNM Oct. 14/08  
 Last Correction: 5/16/2011. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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# MARINE WEATHER INFORMATION

## DECODE FOR LAKE AND SEAWAY MARINE FORECASTS (MAFOR)

MAFOR YYG <sub>1</sub> G <sub>1</sub> / (NAME OF LAKE) 1GDF <sub>m</sub> W <sub>1</sub>										
KEYWORD (Indicating Marine Forecast)	DAY OF MONTH (GMT)	TIME (GMT) FORECAST PERIOD BEGINS	SOLIDUS	NAME OF LAKE OR SEAWAY*	GROUP INDICATOR	FORECAST PERIOD	WIND DIRECTION	WIND SPEED	FORECAST WEATHER	HEIGHT OF WAVES IN FEET AT END OF THE MESSAGE FOR EACH LAKE, FOR THE ENTIRE PERIOD
MAFOR	06	12	/	SUPERIOR*	1	6	8	3	0	WAVES 5 TO 10 FEET

G - FORECAST PERIOD	D - WIND DIRECTION	F <sub>m</sub> - WIND SPEED	W <sub>1</sub> - FORECAST WEATHER
0 - Conditions at beginning of forecast period 1 - Valid for 3 hours 2 - Valid for 6 hours 3 - Valid for 9 hours 4 - Valid for 12 hours 5 - Valid for 18 hours 6 - Valid for 24 hours 7 - Valid for 48 hours 8 - Valid for 72 hours 9 - Occasionally	0 - Calm 1 - Northeast 2 - East 3 - Southeast 4 - South 5 - Southwest 6 - West 7 - Northwest 8 - North 9 - Variable	0 - 0 to 10 knots 1 - 11 to 16 knots 2 - 17 to 21 knots 3 - 22 to 27 knots 4 - 28 to 33 knots 5 - 34 to 40 knots 6 - 41 to 47 knots 7 - 48 to 55 knots 8 - 56 to 63 knots 9 - 64 knots & above	0 - Moderate or good visibility, more than 3 nautical miles 1 - Risk of accumulation of ice on superstructures (Temp. 23° to 32° F.) 2 - Strong risk, accumulation of ice on superstructures (Temp. below 23°F.) 3 - Mist (visibility 3/4 to 3 nautical miles) 4 - Fog (visibility less than 3/4 nautical miles) 5 - Drizzle 6 - Rain 7 - Snow, or rain and snow 8 - Squally weather with or without showers 9 - Thunderstorms

\*Statement in plain language of Gale or Storm Warnings, if any are in effect, will follow the name of lake or seaway. Small Craft Advisories are not included in Mafor broadcasts. Time of warnings are in Eastern Standard Time (EST).

The forecast 1GDF<sub>m</sub>W<sub>1</sub> may be repeated as many times as necessary to describe the changes in wind and weather expected in a given area during the 24-hour forecast period. The forecast 1GDF<sub>m</sub>W<sub>1</sub> in which G=1-8, refers to the forecast weather commencing at the time given in the group YYG<sub>1</sub>G<sub>1</sub> and continuing through the period indicated by G. Subsequent 1GDF<sub>m</sub>W<sub>1</sub> (G=1-8) indicate the period of time that the described weather is forecast to persist, commencing at the end of the period specified in the preceding group 1GDF<sub>m</sub>W<sub>1</sub> (G=1-8). Any forecast 1GDF<sub>m</sub>W<sub>1</sub> (G=1-8) may be followed by 1GDF<sub>m</sub>W<sub>1</sub> (G=9); in such cases, G=9 indicates a phenomenon forecast to occur occasionally in the forecast period. On occasion, plain language words are used to describe weather conditions not easily described by the code tables; times are stated in EST.

Wave forecast indicates the expected wave heights at the downwind end or side of the lake; this being the area where the wave height buildup is greatest. Times in EST. Wave heights are usually specified as a range for the 24-hour period, but significant changes (generally variations of more than 5 feet) will be stated.

Forecast periods begin at 0000, 0600, 1200 and 1800 Greenwich Mean Time; equivalent Eastern Standard Times are 7 pm, 1 am, 7 am and 1 pm, respectively.

SCHEDULED MAFOR WEATHER FORECASTS (BY MARINE RADIOTELEPHONE STATIONS)				SCHEDULED PLAIN LANGUAGE WEATHER FORECASTS (BY U.S. COAST GUARD RADIO STATIONS)			
CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION	CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION
Rogers City, Mich. WLC	2514 kHz (Chan. 57) 4369.8 kHz 161.9 MHz (Chan. 26)	6:17 AM & PM 12:17 PM	45°24'19"N 83°46'16"W	Buffalo, New York NMD-47	157.1 MHz (Chan. 22)	Every 3 hours beginning at 2:55 AM	
				Gale and storm warnings are broadcast on receipt by selected U.S. Coast Guard Stations.			
				<b>CONTINUOUS WEATHER BROADCASTS (By National Weather Service Radio Stations)</b>			
CITY		STATION		FREQUENCY		SCHEDULE	
Syracuse, New York		WXL-31		162.55 MHz (Chan. WX-1)		24 hours a day	
Rochester, New York		KHA-53		162.40 MHz (Chan. WX-2)		24 hours a day	
Watertown, New York		WXN-68		162.475 MHz (Chan. WX-3)		24 hours a day	
Albany, New York		WXL-34		162.55 MHz (Chan. WX-1)		24 hours a day	
Buffalo, New York		KEB-98		162.55 MHz (Chan. WX-1)		24 hours a day	
				<b>MARINE WEATHER FORECASTS National Weather Service</b>			
CITY		TELEPHONE NUMBER		SCHEDULE			
Buffalo, New York		716-565-0802		7AM-5PM, M-F			
				Weather forecasts and warnings may also be received from Standard Broadcast Stations (AM & FM). Consult local newspapers for broadcast schedules.			
<b>Emergency and Calling Frequency: 2182 kHz (Chan. 51) &amp; 156.8 MHz (Chan. 16) VHF</b>							
<b>Marine Weather Services Charts</b> — Published by NOAA, National Weather Service — Two of the series of 15 charts covering U.S. Waters pertain to the Great Lakes. One covers Lakes Huron, Erie and Ontario, the other Lakes Michigan and Superior. Each lists Radio Broadcast Stations that carry Marine Weather Information, their schedules and the location of their antennas. The entire series of charts is sold by FAA/National Aeronautical Charting Office Distribution Division, 6303 Ivy Lane, Suite 400, Greenbelt, Maryland 20770-6325 Telephone: (301) 436-8301 or 1-800-638-8972.							

Last Correction: 10/31/2008. Cleared through:  
 LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)